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Final Environmental Impact Statement/Report

Volume IV: Comment Letters and Public Hearing Transcripts

Office of Railroad Development
Washington, D.C. 20590

Northeast Corridor Improvement Project
Electrification - New Haven, CT to Boston, MA

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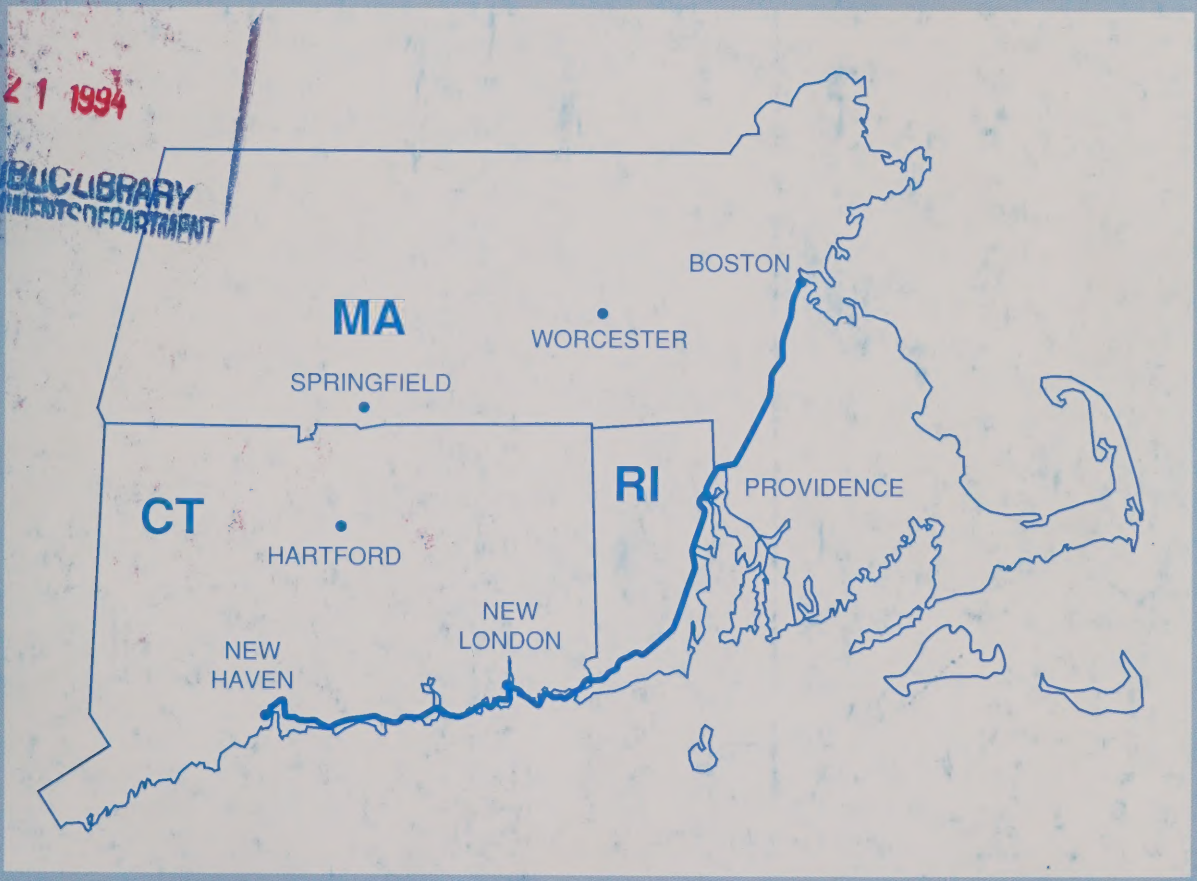

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Final Report
October 1994

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13. ABSTRACT (Maximum 200 words)

This document is the final environmental impact statement and final environmental impact report (FEIS/R) on the proposal by the National Railroad Passenger Corporation (Amtrack) to complete the electrification of the Northeast Corridor main line by extending electric traction from New Haven, CT., to Boston, MA. This FEIS/R supplements the draft document published in October 1993 and made available for public comment through January 21, 1994. Comments received on the Draft EIS/R have been reviewed and evaluated. In some cases design refinements were made, additional analyses were performed, and further explanations of potential impacts were incorporated into the FEIS/R as a result of those comments.

This FEIS/R presents a comprehensive assessment of the consequences of each project alternative on the natural, physical and social environment. Environmental consequences are identified and, where possible, quantified.

The FEIS/R consists of four volumes. This document (Volume IV) reprints the comments received on the DEIS/R. Volume I is the main body of the FEIS/R and includes a 4(f) Statement on the proposed location of an electrification facility in the Great Swamp Wildlife Management Area. Volume II presents additional technical studies to supplement Volume III of the DEIS/R issued in October 1993. Volume III of the FEIS/R presents summaries of comments received on the DEIS/R and responses to these comments.

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PREFACE

This document is Volume IV: Comment Letters and Public Hearing Transcripts, of the final environmental impact statement and final environmental impact report (FEIS/R) on the proposal by the National Railroad Passenger Corporation (Amtrak) to complete the electrification of the Northeast Corridor main line by extending electric traction from New Haven, CT, to Boston, MA.

This FEIS/R has been prepared by the Federal Railroad Administration (FRA) and the John A. Volpe National Transportation Systems Center (VNTSC) of the Research and Special Programs Administration through a contract with the joint venture of Daniel, Mann, Johnson and Mendenhall, Inc., and Frederic R. Harris, Inc. (DMJM/Harris).

This FEIS/R supplements the draft document published in October 1993 and made available for public comment through January 21, 1994. Comments received both in writing and at a number of public hearings have been reviewed and evaluated. In some cases design refinements were made, additional analyses were performed, and further explanations of potential impacts incorporated into the FEIS/R as a result of those comments.

This FEIS/R presents a comprehensive assessment of the consequences of each project alternative on the natural, physical and social environment. Aspects of the natural environment addressed include noise, vibration, energy, air quality, aesthetics and natural or ecological resources. The physical environment includes land use, electromagnetic fields and interference, and archaeological resources. The social environment includes socioeconomics, historic resources, public safety, and transportation. Environmental consequences are identified and, where possible, quantified. Mitigation measures that will reduce or eliminate potential adverse impacts are also identified. Based on these factors, the environmental impact of each alternative was assessed.

Draft Record of Decision

Based on the analysis contained in the FEIS/R and other relevant considerations, FRA has selected the project proposed by Amtrak as modified by appropriate measures to mitigate adverse impacts as FRA's preferred alternative.

The executive summary of this FEIS/R includes the draft Record of Decision by the FRA regarding its decision in selecting the preferred alternative. The final Record of Decision will be issued by FRA no sooner than 30 days after the release of this FEIS/R.

Organization of the FEIS/R

This FEIS/R consists of four volumes. Volume I is the main body of the FEIS/R. Volume II presents additional technical studies to supplement Volume III of the DEIS/R issued in October 1993. Volume III of the FEIS/R presents summaries of comments received on the DEIS/R and responses to these comments. Volume IV reprints the comments received on the DEIS/R.

METRIC/ENGLISH CONVERSION FACTORS

ENGLISH TO METRIC

LENGTH (APPROXIMATE)

1 inch (in) = 2.5 centimeters (cm)
1 foot (ft) = 30 centimeters (cm)
1 yard (yd) = 0.9 meter (m)
1 mile (mi) = 1.6 kilometers (km)

AREA (APPROXIMATE)

1 square inch (sq in, in^2 = 6.5 square centimeters (cm^2)
1 square foot (sq ft, ft^2 = 0.09 square meter (m_2)
1 square yard (sq yd, yd^2) = 0.8 square meter (m^2)
1 square mile (sq mi, mi^2) = 2.6 square kilometers (km^2)
1 acre = 0.4 hectares (he) = 4,000 square meters (m^2)

MASS - WEIGHT (APPROXIMATE)

1 ounce (oz) = 28 grams (gr)
1 pound (lb) = .45 kilogram (kg)
1 short ton = 2,000 pounds (lb) = 0.9 tonne (t)

VOLUME (APPROXIMATE)

1 teaspoon (tsp) = 5 milliliters (ml)
1 tablespoon (tbsp) = 15 milliliters (ml)
1 fluid ounce (fl oz) = 30 milliliters (ml)
1 cup (c) = 0.24 liter (1)
1 pint (pt) = 0.47 liter (1)
1 quart (qt) = 0.96 liter (1)
1 gallon (gal) = 3.8 liters (1)
1 cubic foot (cu ft, ft^3) = 0.03 cubic meter (m^3)
1 cubic yard (cu yd, yd^3) = 0.76 cubic meter (m^3)

TEMPERATURE (EXACT)

$[(x-32)(5/9)]\ ^{o}F = y\ ^{o}C$

METRIC TO ENGLISH

LENGTH (APPROXIMATE)

1 millimeter (mm) = 0.04 inch (in)
1 centimeter (cm) = 0.4 inch (in)
1 meter (m) = 3.3 feet (ft)
1 meter (m) = 1.1 yards (yd)
1 kilometer (km) = 0.6 mile (mi)

AREA (APPROXIMATE)

1 square centimeter (cm^2) = 0.16 square inch (sq in, in^2)
1 square meter (m^2) = 1.2 square yeards (sq yd, yd^2)
1 square kilometer (km^2) = 0.4 square mile (sq mi, mi^2)
1 hectare (he) = 10,000 square meters (m^2) = 2.5 acres

MASS - WEIGHT (APPROXIMATE)

1 gram (gr) = 0.036 ounce (oz)
1 kilogram (kg) = 2.2 pounds (lb)
1 tonne (t) = 1,000 kilograms (kg) = 1.1 short tons

VOLUME (APPROXIMATE)

1 milliliters (ml) = 0.03 fluid ounce (fl oz)
1 liter (1) = 2.1 pints (pt)
1 liter (1) = 1.06 quarts (qt)
1 liter (1) = 0.26 gallon (gal)
1 cubic meter (m^3) = 36 cubic feet (cu ft, ft^3)
1 cubic meter (m^3) = 1.3 cubic yards (cu yd, yd^3)

TEMPERATURE (EXACT)

$[(9/5)\ y + 32]\ ^{o}C = x\ ^{o}F$

QUICK INCH-CENTIMETER LENGTH CONVERSION

INCHES	0	1	2	3	4	5	6	7	8	9	10															
CENTIMETERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

25.40

QUICK FAHRENHEIT-CELSIUS TEMPERATURE CONVERSION

°F	-40°	-22°	-4°	14°	32°	50°	68°	86°	104°	122°	140°	158°	176°	194°	212°
°C	-40°	-30°	-20°	-10°	0°	10°	20°	30°	40°	50°	60°	70°	80°	90°	100°

For more exact and or other conversion factors, see NBS Miscellaneous Publication 286, Units of Weights and Measures. Price $2.50. SD Catalog No. C13 10286.

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CT1-1

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: November 24, 1993

The DEIS is deficient and lacks in depth evaluations in several areas. On December 19, 1992 the Old Lyme, CT Planning commission submitted comments for consideration and many of these comments were not adequately evaluated in the DEIS. Specific areas of exclusion are:

(1) • Public/Passenger safety were ignored. A CT River bridge fire was a significant problem for local firefighters and the electrification plan only increases opportunities for fires and further inhibits firefighting capabilities. An emergency access into Point of Woods was ignored and a plan to raise the entrance bridge was presented. Improved access is not the problem. The Town has procured emergency vehicles which clear the current bridge and the real problem is single access. At the hearing in Old Saybrook on 11/18/93 an FRA representative repeated this lack of understanding. The access road bed is low and subject to flooding and with 600 summer families and approximately 100 year round families a single road access is unacceptable in emergencies and is not consistent with Town Planning Regulations. An inexpensive secondary emergency access was proposed many times by Point of Woods residents and has continually been disapproved by Amtrak. Other examples of where the railroad has created safety problems are presented in the previous comment letter.

(2) • Most problems in Town are at railroad crossings. By separating the issues, electrification and fencing/crossing closing, into separate issues and reports the FRA has conveniently avoided the total issue.

They must be evaluated as one program. In fact, Amtrak and CT DOT are making conflicting statements as to who has the funds and who is responsible to resolve these issues with respect to Chapman's Crossing. A tunnel must be provided to alleviate any resident safety issues, hardships and provide access to water resources.

(3) • The impacts on property values, river access, local taxes, the economy and local businesses has been understated. The railroad continues to increase impacts on the shoreline without consideration for the public and are even creating new and expanding existing problems.

(4) • Drainage along the tracks has and continues to be a problem. Improvement to the rail system and planned construction can only increase this problem.

(5) • No discussions were held with the Town and residents on the previously presented issues. If discussions were held they were with specific individuals and as noted several times the public, businesses and some Towns are unaware of what is proposed. Those evaluating the proposed electrification plan clearly evaluated issues as they related to the railroad - not the public.

(6) • Alternate rail equipment and other potential route evaluations are very shallow and should be the subject of an in depth review.

The electrification plan as presented in the EIS should not be approved. A complete detail evaluation should be conducted for shoreline communities. The shoreline is severely impacted by the proposed improvements without any rail benefits to the residents. If only the metropolitan areas, Boston and New York, benefit from the improvements why continue to spoil the shoreline? (7)

A. Bayreuther, Secretary
Old Lyme, CT Planning Commission
3 Oak Ridge Drive
Old Lyme, CT 06371
203-434-2537

xc: Federal Railroad Administration (Mark Yachmetz)
Amtrak (David Carol)
CT DOT (Patricia Zedalis, Raymond Godcher)
CT DEP (Arthur Rocque, Jr.)
US Army Corps of Engineers (Susan K. Lee)
Honorable Sam Gejdenson (Naomi Otterness)

CT1-2

RECEIVED 12-6-93

State of Connecticut
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COMMERCE & EXPORTATION COMMITTEE

November 30, 1993

Mr. Glen Goulet
DTS-72, U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

Thank you for giving me this opportunity to respond to the Draft Environmental Impact Statement/Report (DEIS/R) on the Northeast Corridor Improvement Project (NECIP).

I will preface my remarks by saying that I have grown up with the trains in Stonington, they have been in my backyard most of my life and I love riding trains.

As a boy I still remember going down to the train station in Stonington on warm summer nights and waiting for my father to come in from his job in New York City. My wife and I spent our honeymoon on a train, I rode the Night Owl from Washington to Westerly frequently between 1979 and 1984, and I have been commuting to work in New Haven by train on and off since 1985.

In spite of these positive feelings about trains, however, I have serious reservations about the AMTRAK electrification project. In fact, I oppose it for a number of reasons.

Improve Service: The DEIS/R states at the outset that the purpose of the NECIP is the "improve intercity rail passenger service between Washington, DC, through New York City, NY, to Boston, MA." I emphasize the words "improve" and "service."

For me "improved service" means convenient and punctual service; clean and safe passenger cars; a stable and comfortable ride; convenient stops along the way; on board food and communications services; the absence of smoking on the train; clean and modern restrooms; and finally, economical fares.

While speed may be a factor in improved service, it is not the only factor. For example, as a business traveler, I look to convenient stops, availability of seating, punctuality, good lighting and stability of the ride so that I can work on the train. As a recreational traveler, I also look for availability
1 of seating, scenic rides, convenient tourist stops and comfortable seating. In no case is train speed the overriding service amenity. Yet, when I examine this project, it seems to be weighted in favor of speed over all other service-related criteria. This is a fundamental flaw in the proposal. Trains are not planes! We do not want to fly down the tracks.

Preferred Carrier: The report goes on to say that "AMTRAK believes that by improving the intercity trip times to less than three hours, AMTRAK will become the preferred intercity common carrier in the Boston New York City market...."

2 Quite frankly, I do not share AMTRAK's belief. I am not convinced that people will give up on car and air travel just because of train speed. There is always a freedom that goes with driving your own car, not to mention the relatively low cost of operating a car. As for the connecting air traveler, it is unlikely he or she will opt for the train because AMTRAK does not usually service airports. More often they are serviced by cars, buses or airport limousines. For example, BWI is the only airport that I know is served by the Boston/Washington line.

3 Delay in New Haven: Another portion of the report states that electrification will eliminate the "dual traction system" requiring a 10-20 minute delay of changing engines in New Haven. My experience is that north bound trains are "broken" in New Haven to allow some cars to use the shoreline route to Boston and others to go to Hartford. Southbound trains are likewise "joined" in New Haven. If this practice continues, there will continue to be delays in New Haven, even with a single traction system.

4 Alternatives: Early in the report, we are told that "four types of alternatives to electrification were evaluated and subsequently eliminated." My own view is that insufficient time and space was devoted to these alternatives. The DEIS/R clearly states that AMTRAK's "proposed electrification project is composed of a number of elements that may impact environmental resources" including the overhead catenary system, electric substations, switching and paralleling stations and bridge modifications. Given these adverse impacts, it seems logical to explore all the alternatives in greater detail. Why, for

example, are alternative routes not covered in detail; and where is discussion of equipment like the American-produced TurboTrain?

Adverse Impacts and Tourism: The DEIS/R is clear in its listing of the adverse impacts of AMTRAK's electrification project. These include negative impacts on our historic resources, increased noise and vibration, increased pedestrian hazards, degradation of visual and architectural quality, disturbance to local natural resources and so forth.

For the past year I have served on the Tourism Subcommittee of the Commerce Committee, and have worked to enhance tourism as a component of the Connecticut. In 1991-92 tourism accounted for about $3.6 billion dollars in annual revenues with $4.0 billion projected for 1992-93. Most of Connecticut's tourists come to the shoreline, and the great majority of these dollars are generated in southeastern Connecticut.

5 Clearly, the AMTRAK electrification project places our tourist trade at risk because of the catenary system associated with it, and the fact that much of our water traffic is dependent on frequent bridge openings and closings. It would be a sad irony if this project diminished our tourist and water recreation industry while, at the same time, degrading the local environment and the physical well-being of our people.

6 Closing At-Grade Crossings: Another consideration that is important to me relates to at-grade crossings. Earlier this year we were told that AMTRAK was considering closing six at-grade crossings in the Town of Stonington. To my knowledge, this represents the largest set of closings in any town between Boston and New York. Two of these affect my constituents who use the Walker's Dock and Freeman's crossings.

The recommended action is to "eliminate access," meaning that long-standing past practices and uses in both situations will be effectively terminated. The Walker's Dock Marina will be forced to close and the residents of "Island Farm" will be unable to access their family property except by boat.

Although I have requested that AMTRAK provide us with viable alternatives to eliminating access, the DEIS/R does not address this issue with any specificity. Access to the water is a public good that has been diminished over the years; further loss of public access to the water is an unacceptable price to bear for faster trains.

Local Impacts and Liabilities: The balance sheet for the AMTRAK electrification project does not favor local residents and, as Tip O'Neill used to say, "all politics is local." Our tax dollars help pay for the electrification project, but AMTRAK pays us back nothing in local taxes. For example, in Stonington six

parcels of AMTRAK property are assessed at over $200,000 dollars, yet they are tax exempt. We have paid for the "orphan" bridges, and we will deal with the noise, vibration, electro-magnetic fields and risks of high speed trains. Our views will be degraded and our homes will lose their value. Yet, it is not certain that these trains will even stop for us in New London.

(7) The bottom line for local residents is clear. We suffer all of the adverse impacts and we get no benefits. On this basis, I cannot support the project as proposed.

Regional Economic Impacts: During testimony at one of your public hearings on the DEIS/R, Deputy Commissioner Zedalis of the Connecticut Department of Transportation stated that the electrification project could result in a "loss or reduction of rail freight service" which, in turn, "could have a significant impact on the economic viability of the companies served." In particular, Ms. Zedalis testified, the Providence & Worcester Railroad (P&WR) which serves 17 customers in southeastern Connecticut, has indicated that electrification "could result in the cessation of their freight operation on the Corridor in Connecticut."

It is my understanding that Pfizer Incorporated in Groton is one of the larger customers of P&WR, and that Pfizer receives from 6-8 new cars of rail freight per day. Pfizer also ships out up to 12 rail cars per week of product material. Not only will the cessation of rail freight deliveries increase the costs to this plant, but it will also result in an unacceptable level of tanker trucks into Groton. For example, one rail tanker has five times the capacity of a truck tanker, meaning that road deliveries of raw and product materials may require an additional 260 tanker trucks per week on Groton's road network. This simply will not work and may result in a shutdown of the Pfizer plant and other freight users in the area.

(8) Southeastern Connecticut is already plagued with economic recession and regional job loss. Any reduction of freight rail deliveries due to electrification promises to aggravate this situation and is an unacceptable consequence of this project.

(9) Maintenance and repair: I do not oppose investing in the system because it does need maintenance and repair. Just last week I went to one of the Stonington Harbor bridges and, with my fingers, flaked off large pieces of steel which have been rusting over the years. I believe that high speed trains will shake these bridges apart; we are better off investing in maintenance and repair than in high speed trains and overhead electrification. We are also better off investing in enhanced freight rail operations to stimulate our lagging economy.

In closing, I think it is clear that there are numerous adverse

(10) consequences of electrification that have hardly been explored. Nor have local citizens and officials been allowed the time to examine all of these issues in any detail. On this basis, I hereby request that the hearing period be held open an additional 90 days to March 1, 1994, so that all of these matters can be addressed. Failure to do so promises to create unacceptable burdens for our region and for the State of Connecticut.

Thank you for considering my remarks. Please advise in writing of the extension of the comment period to March 1, 1994.

Sincerely,

Robert R. Simmons
State Representative, 43rd A.D.

CT-1-3

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Congress of the United States
House of Representatives
Washington, DC 20515

SAM GEJDENSON
2D DISTRICT
CONNECTICUT

Committee on
Foreign Affairs

Chairman
Subcommittee on Economic Policy
Trade and Environment

Committee on
Natural Resources

Committee on House
Administration

Democratic Steering and
Policy Committee

Co-Chair Defense
Conversion Committee

Majority Whip At-Large

December 2, 1993

The Honorable Jolene Molitoris
Administrator
Federal Railroad
Administration
400 7th St., SW
Washington, D.C. 20590

Dear Ms. Molitoris: Jolene

Since the proposed electrification of the Amtrak Northeast Corridor will have a tremendous impact on more than ten shoreline communities in my Congressional district, I would like to offer my comments on the Draft Environmental Impact Statement/Report (DEIS) and alert you to the concerns of my constituents.

(1) First of all, I request that the period for public comment be extended for 90 days. Many state agencies and area residents have not had enough time to study the DEIS completely and would appreciate the additional three months.

I have received numerous letters from people who live in close proximity to the rail line and are extremely worried about the hazardous effect of the electromagnetic fields (EMF) on their health. Since there has been significant controversy over this subject in the scientific and medical communities, I urge you to (2) study this issue further before the final DEIS is released.

Noise from trains, increased vibrations, and the unnecessary use of train whistles will adversely impact hundreds of residences which are in near proximity to the rail line. The DEIS states that over 200 homes in Connecticut will experience noise and vibration levels that exceed accepted levels. The report is very vague on (3) details on how these negative impacts are going to be mitigated and I urge you to explore methods which minimize noise and vibrations.

Coves, wetlands, beaches, and rivers will all be impacted negatively by the proposed buildings and catenaries. I would again like to emphasize my previous request that an alternative route for high speed rail be fully explored. If a study is available that has analyzed the Interstate 95 corridor, the old "Airline," and New (4) Haven-Hartford-Springfield-Worcester-Boston Route, I would appreciate a copy of these reports to better understand why their consideration was eliminated.

(5) Since one of the goals of the improvement project is to relieve traffic congestion on Interstate 95, Southeastern Connecticut will not benefit measurably unless some of the high speed trains stop in New London. This region is the number one tourist destination in the state with a substantial increase in traffic in 1993 due to the opening of Foxwoods Casino and to a concerted marketing effort during this past year. Several additional stops in New London are imperative if these improvements are to benefit this region.

(6) A major concern which is not considered in the DEIS is that of the movable bridges which must be raised to accommodate boat traffic. My understanding is that currently the bridges are open unless there are trains coming through. However, with the advent of high speed trains the bridges will be closed unless there is river traffic needing access. Amtrak is proposing to run 26 trains in each direction daily, a total of 52 trains. Presuming that the trains will be running for 18 hours a day that would be approximately three trains per hour. Additionally, commuter trains and freight trains must also be accommodated over these same bridges. It must be clarified how the access for recreational and commercial boaters is to be met, as well as for the United States Naval Submarine Base. Mystic Seaport, just one concerned establishment on the Mystic River, accommodates 1300 pleasure boats per year. Additionally, they bring the Sabino down the River daily during the tourist season. Many other marinas are located on this river and the many other rivers along the corridor. We cannot say we are improving the business climate in Southeastern Connecticut when we are driving out water-dependent small business.

(7) I am also concerned that current and expected freight service in Connecticut will not be accommodated sufficiently. The economy of southern Connecticut depends on accessible and efficient freight service. Approximately 17 Connecticut companies, which collectively employ more that 15,000 workers throughout the state, regularly use freight service provided by the Providence and Worcester (P&W) Railroad.

If the current freight service is disrupted in any way, many of these companies will find it difficult to remain competitive. Switching to night service is not an acceptable alternative since most businesses would then have the additional burden of hiring a third shift. Given Connecticut's depressed economic situation, few companies will find it financially possible to do so. Additionally, since the P&W railroad runs predominantly through residential neighborhoods, night service for noisy freight trains is not a feasible option.

I urge you to address Connecticut's freight service needs by including language which supports the continuation of currently (8) operating daytime schedules for freight services.

Since the State of Connecticut makes significant annual investments to improve the Metro-North and Shoreline East commuter

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rail lines, and their services are used extensively by shoreline residents, I hope that there also will be appropriate operating windows for the state's commuter needs.

In regard to at-grade crossings, I ask that you refer to my October letter for further information of my views. However, I would like to make one modification to that letter. After further (9) review of the Old Lyme crossing, it has come to my attention that the construction of a tunnel is the most desirable solution for improved safety. An emergency egress must then be provided for the residents of the Point O' Woods community.

(10) One specific problem which has been brought to my attention is the taking of the parking lot at Esker Point for a paralleling station. This is next to a town beach, one of the very few public beaches in the entire town. To remove a parking lot accessing a recreational area is untenable. Another location must be sought that maintains current coastal access and does not damage any of the areas wetlands.

Additionally, there has been considerable discussion about the new state-of-the-art turbo train. The DEIS dismisses consideration (11) of this technology in a most cursory fashion. I believe it is incumbent upon the Federal Railroad Administration to fully explore and test this technology on this route to fully ascertain its capabilities as a state-of-the-art technology not only for the Northeast, but for the whole United States as new high speed routes are proposed and implemented.

Please know that I believe your goal of improving rail service between New Haven and Boston is laudable. I look forward to working closely with you to ensure that a resolution of the problems outlined in this letter can be achieved.

Sincerely,

SAM GEJDENSON
Member of Congress

SG/gb

CT1-4

Town of Waterford
15 ROPE FERRY ROAD WATERFORD, CT 06385-2886

November 22, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RE: NORTHEAST CORRIDOR IMPROVEMENT PROJECT ELECTRIFICATION
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Mr. Goulet:

The following constitutes comments which should be addressed in the final Environmental Impact Statement on the above referenced project

NIANTIC RIVER BRIDGE:

(1) As indicated in the 1978 PEIS, and page 1-7 of the DEIS, the Niantic River Bridge has been identified as being in need of replacement. The DEIS does not address this need or indicate what effect the placement of the Catenary System and walkways proposed for the bridge will have on the integrity and operational characteristics of this structure.

(2) As was previously discussed in my comments submitted after the initial scoping session, the increased number of trains will impact the opening and closing of the bridge to accommodate boat traffic. Nowhere in the DEIS have the economic impacts of the reduction in frequency or duration of bridge openings been considered, specifically on the Waterfront Development area referred to as Mago Point. This area contains numerous marine dependent facilities who are dependent on accessing the waters of Long Island Sound.

The tidal current between the railroad bridge and highway bridge is extremely fast. Control of boats becomes difficult in this current and is further intensified by the narrowness of the channel. If the bridge remains open at all times, except when a train is approaching, then the frequency of bridge openings will increase. Any increase in the frequency of bridge openings will increase the potential for bridge failures, further exacerbating the problems experienced by the businesses and boaters using this channel.

INSTALLATION OF SUBAQUEOUS CABLE IN THE BED OF THE NIANTIC RIVER:

3 The description of the installation of the electrical lines under the Niantic River at the Niantic River Railroad Bridge has not been addressed in the DEIS. This was only revealed in the notification received from the Army Corps of Engineers. The following issues and alternatives should be addressed in the Final DEIS:

1. A sediment analysis will have to be conducted to determine the impacts that will occur from suspending this material during construction. Specific resources adjacent to the site include shellfish beds located inside and outside of the bridge.

2. The tidal current through the bridge opening is extremely rapid due to the size of the Niantic River Estuary and the narrowness of the bridge opening to Long Island Sound. The use of barges and divers will not be practical because of the resultant obstruction to boat traffic and the hazard created by and posed to the workers in the barge and under the water.

3. A prudent alternative exists and has been used in this specific location. The AT&T fiber optics cable was installed below the river bed using angle drilling technology. This process required no disturbance of the river bottom, did not require the use of barges, and was handled from the shore with minimal impact on the resources existing adjacent to the bridge.

DESIGN OF CATENARY POLE SYSTEM

4 The proposed Catenary System as shown in the DEIS is significantly different than the design presented at the scoping sessions. The esthetic impact of this structures can and should
5 be minimized. The analysis in the DEIS relative to visually sensitive receptors does not take into account the impact these objects will have on views from the public rights-of-way. The CCMA puts greater importance on visual obstructions and blight as viewed from public spaces then it does on how that blight impacts individual residences. A number of vistas including the view from the Niantic River Bridge and its approaches will be impacted by these structures.

6 Minimizing the visual impact of these structure should involve limiting the number of wires on the poles to those necessary to convey the electrical current to the train. Consideration should be given to removing all signal and transmission wires and
7 placing them underground as was already proven to be feasible under the AT&T Fiber Optics project. A secondary consideration

in support of installing some of the lines underground relates to maintenance and long term damage that may occur as a result of
8 hurricanes and violent storms that presently impact the corridor. On a related point, I would like to know if the calculations on the EMF emissions took into consideration the location of the transmission cables on the outer section of the Catenary System?

I disagree that the only impact of the Catenary System is from the obstructions created by the poles, that is a subjective
9 assumption that justifies the design selected. The poles design fails to incorporate some of the technology that has been developed that could improve the appearance of the poles. cylindrical poles with a finished surfaces could be painted to, in part, lessen the difference between the pole and surrounding viewing area.

10 Page 4-43; Jordan Cove is located in the Town of Waterford not Stonington.

RECONSTRUCTION OF THE MILLSTONE ROAD (WEST) BRIDGE:

11 Page 4-34 of the DEIS incorrectly lists the Millstone Bridge as one that will remain open to one-way traffic during construction. It also incorrectly lists the estimated ADT for this bridge. We have had numerous meetings and discussions with the design professionals. The Town's position at this point on this reconstruction is:

1. The bridge is too narrow to repair and at the same time be left open for traffic.

2. Alternative access is available to the site subject to approval by the adjacent property owner.

3. The bridge should be improved to a standard that accommodates a piece of fire apparatus.

4. The replacement and repair of the existing bridge being considered will probably be more expensive then a new structure.

5. Local permits will be required for modifications to the town road and drainage system, from the Department of Public Works and the Inland Wetlands Commission.

6. The bridge provides emergency access to the Millstone Point Nuclear Power Station, like the railroad, a facility of national significance.

7. The impacts that this project will have on the existing over head wires, crossing the tracks in this location, have not been considered.

(12) Another deficiency of the DEIS is the lack of any description in the wetlands section of the large palustrine forested wetland that is located on the east side of Millstone Point Road, north of the bridge, as was indicated would be done in section 11.4.7.1.

MILLSTONE PARRELLING STATION:

The location of this station may be acceptable, subject to our review of more detailed plans. It is requested that these plans with the exact wetlands limits, as field identified by a registered Soil Scientist and field located by a Registered Land Surveyor, be submitted to this office. These Plans should be drawn at a scale of 1" = 40'. Wetlands delineation should include wetlands as defined by both the State of Connecticut and the Federal Government.

(13) How will the conveyance of land from the various utilities that own the Millstone Generating Facility occur? Are you aware of the role of the Department of Public Utilities control in the sale of any utility land? Will the installation of the station and electrical lines impact the transmission lines from the power station? Has consideration been given to the potential access problems that could occur if there were to be an accident at the generating Station? Have all the potential impacts of the parrelling station on the operation of the power plant been considered?

The Town of Waterford presently uses a location approval process with Northeast Utilities and has a set of Management Guidelines that govern the development that occurs on the site. We have no substantive objections to this location as long as adequate consideration of the adjacent resources can be assured. Mitigation measures mentioned under sec 11.4.7.1 for wildlife plantings should specify that only species native to the region are used.

PUBLIC SAFETY, FENCING, WILDLIFE MOVEMENTS:

(14) Some discussion was presented in the DEIS relative to pedestrian crossings. Nowhere in the document was there a definitive statement that fencing was required as a result of the impacts associated with this project. Is this lack of inclusion because the preparers have concluded that no risk exists, and therefore fencing is not required, or is it because fencing of the right-of-way is not part of the project and the potential costs and benefits of its installation were not to be considered?

(15) I commented in two separate letters submitted in the last two years on the need for fencing in certain areas and the concern that fencing in other areas would create an isolation of habitat for certain mobile species. These concerns were not addressed in the DEIS. Will another EIS process be required for the fencing of the right-of-way? In addition, there was no discussion of potential wildlife impacts resulting from the increased speed and frequency of the trains.

(16) We commented on the concerns of our public safety officials regarding the increased potential for fires resulting from the installation of these electrical lines. They were also concerned about fighting fires adjacent to the rail line and the hazard these lines would pose to fire fighters. These rail lines often provide the only access to isolated areas. Was any research done on the incidence of fires along these lines and whether the trains in any way contributed to the initiation of the fire? Will there be an increased hazard to fireman working in close proximity to these lines? Will the cables be shielded or unshielded, which will effect whether or not arcing will occur in the presence of a high carbon smoke?

(17) Any maintenance requirements for the Catenary System and rail beds that would require the use of herbicides or pesticides or any other chemicals or materials of concern should be reviewed in the Final EIS.

IMPACTS AND PROPOSED MITIGATION

(18) Why were there not mitigation measures, such as the quad system, considered in terms of the potential to reduce the probability of accidents at existing grade crossings?

(19) Noise mitigation measures listed contain no specific analysis of the costs and benefits of the measure in relation to the specific amount of noise reduction that can be expected to be achieved. Where will the noise barriers be located? If other residences are impacted by similar increases in noise level will additional mitigation be considered?

(20) Economic impacts have not been described adequately. Amtrak has failed to consider the increased frequency of trains in their analysis. Specifically, the potential impact on the water dependent uses located in the Niantic and Thames Rivers that are at risk. Relative to the Thames River, has the impact on the movement of Naval and Coast Guard vessels been considered and reviewed by those respective agencies? It is requested that any comments from the Coast Guard and Navy be included in the final EIS.

VOLUME II LAND USE AND REGULATED AREAS:

(21) Comparing the listing of land uses adjacent to the Northeast Corridor Rail Line as shown in appendix B, Page 2 to sheets 7 & 8 of volume 2, there are many inaccuracies including:

1. Wetlands boundaries do not even approximate the limits shown in the Soil Survey of New London County 1983, SCS-USDA.

2. There are no hospitals in Waterford

3. Why are residences not listed as sensitive receptors? Who defines sensitive receptors?

4. Hydrography is wrong and does not match USGS Digital Line Graph Files for the corridor.

5. Land use designations are incorrect in many locations including:

   a) protected nature preserve on east side of Millstone Power Plant not shown.

   b) is a radioactive waste storage facility really considered a commercial use?

   c) if the blank spaces represent forested, vacant, or undeveloped land there is a lot of missing information on current land use all along the corridor in Waterford, again, Millstone.

   d) commercial uses on Miner Lane and Boston Post Road not shown.

CONCLUSION:

The preceding comments focus on the specific concerns of the Town of Waterford that arose from our review of this project and DEIS. Two additional general comments need to be made. First, there is considerable confusion between what is included in this project and what is subject to review in the DEIS. The PEIS done in 1978 is referenced, but its recommendations do not appear to be incorporated into the overall project. Therefore, the DEIS (22) justifies the project chosen, as opposed to assisting the selection of the best alternative and technology. This leads to the second concern, which is cost. If the total scope of the (23) project is not included in the DEIS, for example the cost of replacing the Niantic River Bridge, how can the costs and benefits of each alternative be properly considered. AMTRAK and the Federal Rail Administration have dismissed other alternative

(24) routes and technologies by limiting the project scope to what has been reviewed under the DEIS and proceeding with other portions of the project under the vail of having been approved as part of a system wide enhancement. Following through with decisions made 15 years ago, without a full reconsideration of the technologies available today, only reaffirms our concern that any substantive comments about this project will be overlooked. I hope the project provides the benefits envisioned within a reasonable budget. I would not want the future demise of a valid form of mass transit to occur as a result of Amtrak's blind commitment to this project.

It is expected that each of the questions and comments in this letter will be responded to in the final EIS. The Town of Waterford continues to offer its assistance to resolve any issues and will not be dissuaded in its commitment to represent the interest of the businesses and residents of the Town of Waterford through which your rail passes.

Sincerely,

Thomas V. Wagner AICP,
Planning Director

cc: Thomas A. Sheridan
Sam D. Gejdenson
Melodie Peters
Andrea Stillman
Army Corp. of Engineers
Mike Rosenkrantz
Planning and Zoning Commission
Pat Snarski
David Carol
Peter Gillespie
Art Rocque
Don Biondi

F:\HOME\TOM\CORRESP\AMTRDEIS

CTI-5

NEW HAVEN CITY PLAN DEPARTMENT 770 CHAPEL STREET NEW HAVEN CT 06510
203-787-6380

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: Environmental Impact Statement/Draft Environmental Impact Report for Amtrak's proposed electrification of the Northeast Corridor mainline between New Haven and Boston

Dear Mr. Goulet:

In response to the EIS/Draft EIS Report for the Northeast Corridor electrification, I submit the following comments in behalf of the New Haven City Plan Department:

1. We are concerned about the possible indirect negative impacts of the construction of the actual catenary system on sensitive natural resources. While the Report includes extensive documentation of the impacts that the construction of substations, switching stations and paralleling stations might have on these resources, it does not address the impacts (e.g. siltation, sedimentation, and runoff of contaminants) of the installation of the electrical poles. (1)

For example, the Report does not mention possible adverse effects that this project may have on the large wetlands in the Quinnipiac River Delta (Mile 75.1-75.9). (2)

2. Also, from an urban planning standpoint, we are concerned about the effect that the installation of protective barriers on urban street bridges may have on the fabric of the city. The rail lines already act as barriers and create a sense of separation between neighborhoods on opposite sides of the tracks. The addition of solid, eight-foot high walls on both sides of these bridges will increase this perception of separation, discouraging pedestrian traffic between neighborhoods like Downtown New Haven and the historic Wooster Square (Mile 72.6-73). (3)

We believe that, if these barriers were more carefully designed, this highly undesirable impact could be partially mitigated. We have attached examples of designs which meet all of the DOT standards for the electrification project, use standard DOT construction components, but attempt to create a more pedestrian-friendly crossing by breaking up the monolithic walls with portholes and with a textured surface that creates a sense of rhythm and movement. Additionally, these designs have addressed the approaches to the bridges by designing a hierarchical system of railings, walls and abutments that soften the ends of the protective barriers.

If you have any questions concerning these comments, please contact me at (203) 787-6380.

Very truly yours,

Donna L. Hall, Acting Director
New Haven City Plan Department

CTI-6

Town of Stonington
Shellfish Commission

Mr. Glenn Goulet, DTS-72
USDOT RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

December 1, 1993

Dear Mr. Goulet:

At its December 1, 1993 meeting, the Stonington Shellfish Commission reviewed the Draft Environmental Impact Statement (DEIS) for the proposed electrification of the Northeast Corridor. We have two concerns regarding the proposed activity.

1. Impact on Water Quality.

a. Our primary interest is in protecting the quality of our shellfish growing waters. The DEIS points out (page 4-55) that lead-based paint is found on most steel bridges. We recognize that none of the Stonington bridges will receive major modifications, but it is evident that there will be substantial work on the bridge over the Mystic River to install catenary assemblies. It also seems likely that there will be some work necessary on the smaller bridges over the various coves along Stonington's coast. Activities, such as welding and cutting, could cause lead to enter the water. The use of new techniques, such as those being used to paint the Groton New London I-95 bridge, are essential to prevent lead contamination. (1)

b. Solvents, such as degreasers, and a wide range of hydrocarbons are commonly used at construction sites. During the Northeast Corridor electrification many of the construction sites will be over or near shellfish growing waters. This material must not be permitted to enter the water or ground.

2. Bridge Clearances. The railroad tracks cross most of Stonington's coves, in many cases near the cove's mouth. In some cases, such as the two bridges at the head of Stonington Harbor, the narrow vertical opening between the bridge and the water represents a severe impediment to boat (2)

78 Elm Street • P.O. Box 352 • Stonington, CT 06378-0352

traffic. Around high tide, a Boston Whaler can t enter or leave the cove. The clearances between the bottom of the bridge and the water level cannot be reduced, even a few inches, without creating significant additional traffic restrictions.

If you have any questions regarding these comments, please don t hesitate to call me. I may be reached at (203) 441-2635 (work) or (203) 535-1612 (home).

Sincerely,

Donald L. Murphy
Chairman

CT1-7

Town of Old Lyme, Old Lyme, Conn. 06371

Office of the Selectmen
52 Lyme Street
P.O. Box 160
(203) 434-1605

2nd Congressional District
20th State Senate District
36th State Assembly District

November 29, 1993

Mr. Glenn Goulet DTS-72
U S DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

Universal objection along the Southeastern Connecticut shoreline notwithstanding, it appears the Electrification of the Northeast Corridor Rail Line will proceed. This in spite of the adverse economic, ecological and public safety impacts that will result.

However, we here in Old Lyme have several situations which have not been resolved to our satisfaction. These were outlined in detail by Mr. Leroy Strohla, Chairman of the Planning Commission in his letter of 12/19/92. (Enclose copy of Strohla letter).

(1) The proposed modifications to the underpass at Connecticut Road in Point-O-Woods will increase overhead clearance but do nothing to eliminate an already serious flooding problem in the event of heavy rains.

(2) A decision on the at-grade crossing for Chapman's Crossing should provide a solution to pedestrian access to the beach and access for large emergency and utility vehicles to the Point-O-Woods area. These steps should satisfy property owners at Oak Ridge and Point-O-Woods.

The final solution at Chapman's Crossing, the footbridge at Johnny Cake Hill and the widening of the underpass at the west end of Mile Creek Road are important from the public safety point (3) of view. It is apparent that Mile Creek is being ignored in the overall scope of the project. However, with increased development and resulting traffic, the problem at that location will only get worse. The time will never be better or the funds more available than with this project.

For nearly two years now Amtrak has been holding public hearings under the premise of hearing and responding to questions (4) and objections relative to the Electrification Program. Meanwhile, work has proceeded in a "business as usual" manner replacing track and ties as well as installing much of the necessary electrical equipment. The DEIS Report is part of an ongoing campaign to patronize the public while ignoring long-standing problems. We suggest the time has come to really listen and respond positively to the people who are paying the bill - the taxpayers.

We look forward to an early and positive response to our request that issues be resolved with some participation by appropriate members of this administration.

Very truly yours,

James R. Rice
First Selectman

Copies to:

Federal Railroad Administration
Amtrak (David Carol)
Board of Selectman
Senator C. Dodd
Senator J. Lieberman
Congressman S. Gejdenson
CT DEP
Point-O-Woods Beach Assoc. - President
Oakridge Forest Corp. - President
Federation of Beaches - President
Old Lyme Planning Commission

CTI-8

Routing

Town of Groton

45 FORT HILL ROAD • GROTON, CONNECTICUT 06340-4394 TEL 203 445-8551

December 1, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge, MA 02142-1093

SUBJECT: Northeast Corridor Railroad Planning
Open Letter from Groton Town Council

Dear Mr. Goulet:

(1) As America enters the mid-1990's, the status of high-speed railroads is reminiscent of the interstate highway program in the 1950's. At that time, the need was to reconstruct a highway system which no longer suited modern automobiles, to knit the nation together with a new system of high-speed thoroughfares. We could have opted to straighten the old roadbeds, to widen and repave, to install new signals and bridges. Instead, the nation decided to do better.

Federal planners unfolded the national map and laid out the best possible new routes. Political leaders convinced the nation that the value of the new highway network would far outweigh its cost in dollars and land use. Forty years later, as the nation is outgrowing its interstate highways, the wisdom of that decision is not seriously questioned.

American stands at another crossroad today, especially in the Northeast. A major improvement in the rail link between New Haven and Boston is proposed. We can spend $900 million to reconstruct old roadbeds, to install electric power, new signals and bridges, or we can spend roughly three times that amount to revolutionize rail travel, by laying out new routes in preparation for trains that travel at speeds similar to aircraft. This time, however, federal authorities are advocating a plan which would, in the 1950's, have been the equivalent of proposing to repave the Boston Post Road.

Speakers at public meetings and statements by local officials have emphasized problems with the present plan, the disruption it will bring to shoreline communities -- safety problems, reduced access to the waterfront, aesthetic degradation, decrease in property values. To some, this may sound like NIMBY, "not in my back yard", and nothing more. Residents should be forgiven if they think that driving a high-speed, electric-powered train along a curving,

populous shoreline is guaranteed to create serious problems. After all, the route was originally chosen partly because of the low value placed on secluded coves, salt marshes and rocky shores. Times certainly have changed.

The real question is: what will the nation's transportation network be like in the 21st century? Any plan creates problems which must be solved. The flaw in the present plan to upgrade the shoreline route is not that there are problems, but that it lacks vision. It expends too much of our resources, in both money and good will, for too little gain. We need to know whether modern high-speed rail technology like that already operating in Europe and Japan could be available here if roadbeds were level, straight, and secluded -- not laid out according to the values and technology of by-gone generations. The present plan, in effect, forfeits our opportunity even to consider a genuinely modern system.

High-speed rail will be expensive, make no mistake. Will the public support the larger expenditures? Certainly there will be debate and there will be objections. But if people are fully informed of the alternatives and the opportunities, they will make the right choice, as their parents did in the 1950's.

The Groton Town Council urges AMTRAK and Federal Department of Transportation officials to return to their planning tables, and to present for public debate a blueprint for leading-edge rail technology. We also ask the regional Congressional delegation to continue monitoring these developments, and to rally support in Congress and among the people for the more sensible, progressive plan, whatever that may turn out to be.

Sincerely,

Archie C. Swindell

Archie Swindell
Town Councilor

Sincerely,

Dolores E. Hauber

Dolores E. Hauber
Mayor

AS:DH:mw
c: Town Council
Linda Krause, former Mayor
Scott Waring, former Town Councilor
Edward Eckelmeyer, former Town Councilor
David Carol, NECIP Project Director
Senators from New England
Senators from New York
U.S. Representatives from New England
U.S. Representatives from New York
New Haven Register
Hartford Courant
Providence Journal
New London Day

CT1-9

RECEIVED

Town of Groton

45 FORT HILL ROAD • GROTON, CONNECTICUT 06340-4394 TEL 203 445-8551

December 1, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge, MA 02142-1093

SUBJECT: Comments on Draft EIS Amtrak Electrification Project

Dear Mr. Goulet:

I would like to thank you for the opportunity to comment on the draft Environmental Impact Statement/Report for the Northeast Corridor Improvement Project Electrification Program. I have attached a copy of the Town of Groton Planning Department comments regarding the Report. Town Planning Department staff attended the public hearing in Old Saybrook on November 18 and the attached comments were presented to the hearing panel at that time.

Before commenting on the draft EIS, I would like to thank the Federal Rail Administration for granting funds to the Connecticut State Department of Transportation for installation of a quad gate system at the School Street Crossing in West Mystic. If successful, this System could save taxpayers a great deal of money while insuring better safety at other at-grade crossings. We are looking forward to the ribbon cutting ceremony after the installation of the quad gate system is completed.

There are a number of items discussed in the draft EIS which are of concern to Groton residents and the Town Council. These issues, which are in no particular order in terms of priority, are:

a) impact on residents property values and a decrease in the Town's grand list,

b) noise and vibrations, due to train whistle blowing and the increased number of trips,

c) review of alternative routes which may enable a faster connection between New York and Boston,

d) aesthetic deterioration as a result of the placement of the cantenary poles,

e) electro magnetic fields (EMF) and the health affects that electrification may have on the population along the electrification route,

f) the potential impact that bridge openings and closings may have on marine traffic and tourism and the U.S. Naval Submarine Base, and

g) zoning and site location concerns regarding the location of a paralleling station in Groton.

1 There are a number of properties that will be affected due to their location near the train tracks. Recently, one resident had their property assessment decreased due to their location near the train tracks. It is expected that other residents will also request a lower assessment when the Town Board of Tax Review meets in early 1994. This will translate into lost revenues for the Town.

Although the project planning began in the mid 70's, the Council is not convinced that the present plan will provide a long-term solution to drawing people away from cars and airplanes to high speed trains. The existing coastal route has numerous 2 curves and sensitive tidal areas and it is not clear that the incremental time decrease associated with the coastal route will encourage greater train ridership. The draft EIS seems to 3 indicate that alternative routes were reviewed, however, a longer term solution for high speed rail would make more sense if the route was more direct (inland). Although it may end up costing more in the short run, a direct route makes more sense in terms of longer range high speed rail goals.

The reduction in the number of freight trains that will be 4 able to run is also a concern. Diversification and economic development are vital to developing the economy in Southeastern Connecticut. Reduction in the number of freight trains may negatively impact Pfizer, Inc., a major employer in the area, the Midway Industrial Facility in Groton and the Port in New London affecting all of Southeastern Connecticut.

5 The train whistle decibel level, vibrations, and the increased frequency of trains are concerns of Groton residents. The increase in the number of train trips will have a drastic impact on property owners living near the tracks as train whistle blowing and vibration will increase. Train whistle blowings need to be in accordance with Federal regulations and must be monitored in order to encourage compliance.

6 The potential impact of EMF's are also of concern to Groton residents. The report "Evaluation of the Potential Carcinogenicity of the Electro Magnetic Fields" published in October 1990 by the EPA, seems to suggest that electro magnetic fields may have a potentially hazardous affect on human beings. This potential affect should be studied in greater depth.

7 The potential impact on commercial, tourist and federal marine traffic in both the Thames and Mystic Rivers due to bridge openings and closings is also a concern. The electrification project cannot in any way cause problems for the US Naval Submarine Base on the Thames River. Submarines must be able to exit and enter the Thames River without any impacts. Submarines must take precedence over trains.

Based on the issues and concerns raised in this letter and the citizen comments raised at public hearings in Southeastern Connecticut, I would request that:

(1) A 90 day extension be allowed for citizen input; and

(2) that a thorough investigation of alternative, more direct routes, be made prior to electrification implementation.

Thank you again for the opportunity to comment on the draft EIS. If you need additional information, please contact Town Manager, Ron LeBlanc or Assistant Town Manager, Mike Rosenkrantz at 441-6630. We look forward to your response to the requests and issues raised in this letter.

Sincerely,

Dolores E. Hauber

Dolores Hauber
Mayor

DH:mw
Enclosure

c: Town Council
Ron LeBlanc, Town Manager
Mark Yachmetz, Federal Rail Administration
Governor Lowell Weicker
State Senator Cathy Cook
State Representative Lenny Winkler
State Representative Nancy DeMarinis
State Representative Mary McGrattan
David Carol, NECIP Project Director
Mark Oefinger, Manager of Planning & Development Services
James Butler, Planning Director
Tony Sheridan, First Selectman of Waterford
David S. Burdge, First Selectman of Stonington
James Rice, Old Saybrook
Richard Brown, New London City Manager
William Satti, Mayor of New London
Scott Waring, former Town Councilor
Linda Krause, former Mayor
Edward Eckelmeyer, former Town Councilor

COMMENTS ON DRAFT EIS AMTRAK ELECTRIFICATION PROJECT
TOWN OF GROTON PLANNING DEPARTMENT
17 NOVEMBER 1993

1. Noank Paralleling Station - The Town is concerned about the impact this station will have on both the use of the Esker Point Beach parking lot and the view from the adjacent residential homes. Contrary to statements made in the EIS (see Volume III, Technical Studies, p. 1-14, p. 3-29), this parking lot is neither abandoned nor unused; rather it is heavily used during the summer months when the beach is in use. While the EIS notes that the paralleling station will only require a maximum fenced area of 0.15 acres (Volume I, p. 2-14), a statement within the EIS (Volume I, p. 4-2) states that this paralleling station will require taking nearly all of the lot. Figure 3-5 in Volume III, Technical Studies (p. 3-7), only indicates a fenced area of 1,974 square feet will be required. This information should be clarified, so that the Town of Groton can determine the specific impact this station will have on the use of the parking lot. (8)

As noted in the EIS, the proposed Noank Paralleling Station will impact views from residences along Seneca Drive. The table on p. 4-43 of Volume I identifies 211 Seneca Drive as being impacted, while the narrative on this same page identifies 235 Seneca Drive. Due to the citation of the two street addresses, the EIS is not clear which residence will be impacted by the proposed paralleling station. Depending upon the actual location, size, and height of the proposed paralleling station, additional residences could have their views of Palmer (not Jordan as listed in the EIS) Cove and Fishers Island Sound impacted. (9)

The Town has met with AMTRAK and FRA officials concerning this proposed paralleling station and the feasibility of other sites as required by Section 4(f) of the Department of Transportation Act of 1966. The Town has suggested a potential location for the paralleling station within the parking lot designed to minimize the impact the paralleling station will have on views from neighboring residences, the loss of municipal parking spaces, and result in little or no impact on the site's environment. The Town has requested and hereby repeats its request to have provided to the Town a preliminary site plan of the station and its fenced area in order to further evaluate the impacts this proposed paralleling station will have in Groton. (10)

The Town endorses the suggestion on p. 5-15 of Volume I, that if a paralleling station is built in Noank, it should be "in a structure that is compatible in material and style with the surrounding neighborhood."

2. As noted in comment #1 above, Section 4(f) of the Department of Transportation Act of 1966 provides that a project cannot be approved on public parklands or recreation areas unless there is no prudent or feasible alternative to the use or location. The draft EIS notes that if it is found that no prudent or feasible alternative to locating the paralleling station in the Esker Point Beach parking lot exists, the final EIS will include a Section 4(f) determination. The Town would like to review the alternative locations which were considered for the paralleling station as well as any proposed mitigation.

3. Today, there occurs a good volume of pedestrian crossings between Haley Farm State Park and Bluff Point State Coastal Preserve. Both are extremely popular sites for walking, hiking, running, and bicycling. In Volume III on p. 1-27, the statement is made that "no proposed fencing would reduce access to any recreational area." However, on p. 8-13 of Volume III, in Table 8-7, an area along the corridor in the vicinity of milepost 128.3, which is the area between Haley Farm and Bluff Point, is proposed for approximately 900 feet of fencing. This will eliminate what the EIS identifies as the illegal pedestrian crossings which occur between Haley Farm and Bluff Point.

(11) While the Town of Groton is very concerned with the public safety issue associated with illegal pedestrian crossings, it is also desirous of seeing some means of controlled and safe pedestrian access between these two state open spaces provided. There is currently an old cattle crossing under the tracks at the end of Neptune Drive in the Mumford Cove Subdivision of Groton. The Town recommends that this be studied for improvement and that formalized paths be provided and identified within the railroad right-of-way to allow the cross pedestrian traffic referenced above.

(12) 4. The Town is concerned that there may be additional views impacted by the electrification other than those listed in the draft EIS. It appears that properties at the end of Cedar Road, along Elm Street, on Essex Street and Cove Lane will have their views impacted by the installation of catenary supports and wires.

CT1-10

Town of East Lyme
Conservation Commission

P.O. Drawer 519
Niantic, CT 06357

(203) 739-6931
Fax (203) 739-6930

TO: David L. Cini, First Selectman

FROM: Mark F. Carlino, Conservation Enforcement Officer

DATE: November 30, 1993

RE: Northeast Corridor Improvement Project
Proposed Electrification - New Haven to Boston

Ms. Davies and I have reviewed the Draft Environmental Impact Statement Report for the Northeast Corridor Improvement Project. Attached is a summary of the potential impacts to East Lyme for the following study areas:

1. Land Use and Recreation

2. Noise and Vibration

3. Natural Resources

There are impacts that may appear to be of significant concern to the Town. The report fails to fully evaluate the feasibility of the proposed mitigation alternatives. Further study of these alternatives should be requested.

Should you need any further information, please do not hesitate to contact me.

MFC:mb

Attachment

SUMMARY OF DRAFT ENVIRONMENTAL IMPACT STATEMENT
AMTRAK PASSENGER SERVICE
ELECTRIFICATION OF THE NORTHEAST CORRIDOR

To improve rail service and increase ridership, the National Railroad Passenger Corporation (Amtrak) has proposed to electrify the Northeast Corridor main line between New Haven, Connecticut and Boston, Massachusetts using an overhead 2x25,000 volt - 60 Hertz power system.

The Draft Environmental Impact Statement (DEIS) contains technical studies that were performed in order to identify and evaluate the environmental impacts of the proposed project. A detailed mitigation plan for anticipated impacts was not presented within this study. One can only assume that the towns and residents would be expected to live with these impacts. The impacts specific to the Town of East Lyme include:

1. Reduced use of Rocky Neck State Beach due to the public's perceived fears of health effects related to Electromagnetic Fields (EMFs).

2. Increase in noise and vibration caused by speed of electrified system.

3. The burial of submarine cables across the Niantic River and its impact on spawning and migrating fish.

4. The construction of up to 4800 linear feet of noise barriers restricting scenic views.

IMPACTS WITHIN THE TOWN OF EAST LYME

Land Use and Recreation

The report states that the project is consistent with several of Connecticut's land use policies and plans. Any adverse effects on the scenic character of Connecticut's coastline would conflict with Section 22a-93(15)(F) of the Connecticut Coastal Zone Management Act. In areas where the railroad right-of-way is currently used for access to beaches, fencing associated with the electrification project would conflict with the Statewide Comprehensive Outdoor Recreation Program (SCORP) of 1992.

Rocky Neck State Beach is listed as a site with potential specific land use impacts. The report states that because of the public's perceived fears of the Electromagnetic Fields (EMF) health effects, some recreation sites may become less attractive to residents and visitors.

Rocky Neck Beach directly abuts the right-of-way and although the catenary system would be positioned very high because the right-of-way is elevated, the wires would be very visible to visitors there. Even though a conclusive link between EMF and health problems has not been proven, recreation sites near catenary components may experience a decrease in use do to negative public perceptions regarding EMF. The conclusion of the report is that, "no particular limitation to the use of this site exists as a result of the proposed action."

In Volume III of the report, Table B-1 (attached) lists the sensitive noise receptors (schools, libraries, hospitals, etc.) in the project study area. Omitted from this listing and from the area map in Volume II are the locations of the Niantic Center School, Saint Agnes Church and Niantic Baptist Church.

Noise and Vibration

The report states that the dominant noise source of the proposed high speed electric trains is the wheel and rail interaction. The study has identified 24 residences within Town which will be effected by the increased noise levels.

The report recommends that installation of wayside noise barriers designed to block the direct sound path between the trains and the noise-sensitive site along the corridor as the most effective measure to mitigate train noise impact. These noise barriers would be very similar in both size and structure to those constructed along interstate highways.

The report states that these barriers would need to be a minimum of 8 feet in height, with some ranging up to 16 feet to protect the higher floors of residences.

Assuming a length of 200 feet is required per effected residence, the report estimates that approximately 4800 linear feet of noise barrier will be necessary in East Lyme. However, the report concludes, "...barriers will be constructed if they are found to be reasonable and feasible. For example, barriers that protect only one or two homes in one area are less likely to be constructed than those that protect large numbers of homes."

The report also shows that 36 residences will be effected by increases in the vibration levels due to the increased speeds and frequency of trips of the electrified train.

The report reviewed four methods of controlling path vibration, but concluded that only ballast mats could be considered remotely feasible. The report states that there are limited examples of ballast mats being installed for at-grade track and that expense of retrofitting existing track makes this mitigation measure unlikely also.

Natural Resources

The report stated that only those towns in which substations, switching stations or other structures are proposed would be specifically evaluated for impacts to natural resources. For this reason East Lyme was not one of the towns specifically evaluated, however, there are several potential impacts which should be addressed.

1. Critical Wildlife in Niantic River.

A letter dated June 3, 1993 from a DEP Senior Fisheries Biologist enclosed in Volume I of the report states concerns about the burial of submarine cables in area rivers and the potential impact to marine, estuarine and anadromous fish.

The primary concern relates to the impact the cables will have on fish species sensitive to extremely low frequencies of EMFs. The letter also states concerns about the effects of suspended sediments during the cable installation on spawning or migrating fish.

These concerns were not identified by Amtrak or addressed in this report.

2. Proposed Fences and Noise Barriers.

Much discussion has been raised about the potential catenary poles on scenic views, little has been discussed about the potential impact due to the proposed installation of the noise barriers. Although final designs for the noise barriers has not been initiated it can be assumed that these barriers will be similar in structure to the solid walls constructed along interstate highways in Connecticut.

If the construction of noise barriers is proposed a potential method to mitigate noise impact, then the anticipated visual impact of this mitigation must also be evaluated. The construction of thousands of linear feet of noise barriers may pose a serious visual impact to the Town of East Lyme.

Conclusion

Upon review of the Draft Environmental Impact Statement, it is apparent that several impacts resulting from this project have not been fully evaluated, while many others have yet to even be identified. The most glaring omission from this report is the failure to adequately evaluate the feasibility of proposed mitigation measures.

Unless these issues are discussed now, it is our concern that these mitigation options will not be fully evaluated until after the public comment period has ended and then, because of the "cost effectiveness," may be partially or completely eliminated from the project.

The Federal Railroad Administration has a responsibility to the residents that will be affected by this project to fully evaluate all of the mitigation options they are proposing. Simply stating the possible options does not equate to a proper evaluation of the feasibility and practicality of the alternatives.

SUMMARY OF
DRAFT ENVIRONMENTAL IMPACT STATEMENT
AMTRAK PASSENGER SERVICE
ELECTRIFICATION OF THE NORTHEAST CORRIDOR

SOCIO-ECONOMIC IMPACTS ON THE TOWN OF EAST LYME

OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The draft environmental impact statement was compiled for the Federal Railroad Administration (FRA) pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA). NEPA affords public officials and citizens the opportunity present comments on the environmental impacts of major projects. The report was formulated through evaluating alternatives in routes and available technology and conducting public scoping sessions to review initial public comments. The consultant drafting the "Draft Environmental Impact Statement" (DEIS) met with town officials and staff to receive comments on perceived impacts from the project on East Lyme's socio-economic and natural resources.

The project involves the conversion of diesel to electric powered trains through the installation of a catenary electrified rail system from New Haven to Boston. Amtrak proposes to increase express service to 16 trains per day using electric locomotives capable of speeds of 150 mph. The express train would make stops in New Haven, Providence, and 3 stops within Massachusetts terminating at South Station in Boston.

1 The alternatives and suggestions have been reviewed and those options not deemed feasible by the FRA were not evaluated. The resulting DEIS evaluates only those alternatives and environmental impacts that are perceived by the FRA as viable and critical to the project's implementation. Mitigation was not addressed in many cases and it was assumed that the towns within the region would have to absorb the impact. In addition to

2 the wide ranging impact to the Connecticut shoreline's socio-economic and natural resources, there are a number of impacts specific to the Town of East Lyme. They include:

1. noise and vibration associated with the increased number and speed of additional trains;
2. electromagnetic fields and interference near the populated sections of Niantic and Niantic village;
3. public safety concerns with pedestrians crossing tracks most significantly to access the Amtrak Beach area;
4. caternary pole construction obstructing the view of Niantic Bay and Long Island Sound;
5. the interference associated with increase train traffic with commercial and recreational boating near the Niantic Bridge;
6. potential adverse impacts on the historic Niantic River Bridge;
7. impact on freight train service for industry

IMPACTS WITHIN EAST LYME BOUNDARIES

1. Noise and Vibration

The primary source of noise would be the locomotive-hauled train operations. The primary source of vibration would be the interaction of the train wheels on the tracks. The EPA has established noise emission standards for specific types of railroad equipment and which are applicable to the Federal Railroad Administration. There are identified within the report, 24 homes within East Lyme which will be impacted by the noise and 36 homes which will be impacted by the vibration of the increased number of trains and the increased speed of the new trains. It was not identified within Vol.1 of the report how the noise and vibration associated with the improvements would be mitigated.

2. Electromagnetic Fields

The conclusion of the report was that electromagnetic radiation impacts were insignificant to the residents in proximity to the tracks. This was based on the assumption that there is no conclusive evidence that supports the theory of potential harm from electro-magnetic radiation in the amount to be produce by the new electrification. Electro-magnetic radiation is measure in millGAUS units. Epidemiological research of railway workers in proximity to electrified railroads in the United States and other countries have shown no increase risk for health impairment. The impact on and mitigation for individual towns was not addressed within this report.

3. Public Safety

There are identified within the report several at-grade crossings in towns within the region that will have to be modified. East Lyme does not have any at-grade crossings. Although there are no at-grade-crossings within East Lyme for vehicles, four (4) identified pedestrian crossings were within the town. Two of the crossings at Rocky Neck Park and Grand Street were fenced with breaks in the fencing. The report recommends improved warning devices and barriers to pedestrian crossings to reduce the likelihood of rail-pedestrian accidents.

It is expected that people visiting the area will attempt to access the Amtrak Beach area located on Niantic Bay. The existing fencing along Route 156 near the beach has deterred pedestrians from crossing the track, but improved fencing, better signage, and an enhanced entrance near the railroad bridge for the proper access to the beach would substantially reduce any potential problems in this area.

4. Visual Impacts

Although the installation of catenary poles was identified as having a negative impact on the scenic views in Noank and Stonington, the impact on views of Niantic Bay was not identified within the report. The overhead catenary system is composed of wires suspended over the railroad tracks supported by pairs of steel poles, approximately 28 feet high, placed on either side of the railroad tracks. The poles would be spaced 200 feet from one another.

There was noted in Table 3.11-1 (Visual Modification Determinations for Visually Sensitive Receptors), two houses at 43 and 45 Old Black Point Road which would be impacted by the installation of the poles and wires. Mitigation for these residences was not discussed.

The installation of catenary poles will further restrict views of Niantic Bay and Long Island Sound by creating a maze of electrical lines and poles and is probably one of the major impacts with respect to the strengthening tourism industry within town. Niantic village is one of the only business districts in the region with a direct view of the water and a strong factor in the town's tourism trade.

Although it was not identified within the report, mitigation could include an alternate route, another electrification system or placing the existing utility lines underground so that if necessary, the catenary poles would present the <u>only</u> obstruction to the view from the village.

5. Niantic River Bridge

It was expected that with the increased number of trains to 16 express trains per day from the existing 2 express trains per day associated with the electrification, the ability of the Niantic River Bridge to open for commercial and recreational boating would decrease. This will have a substantial negative impact on the commercial fishing and recreational boating trade in Niantic and Waterford. This impact or issues of mitigation were not addressed within the report.

6. Niantic River Bridge - Impact on Historic Structure

The bridge, which is listed on the national register of historic places, would be visually impacted by the installation of the catenary and poles. The proposed mitigation involves consultation with the state historic preservation officer.

7. Freight Service

Although the impact on freight service was identified as a regional impact, it was not specifically discussed on a town by town basis. It is expected that the accessibility of freight service will be impacted. The increased frequency of passenger service will reduce the time available for freight movement. This impact could potentially affect industry within Niantic, specifically New London Tape Distributors and the Hermitage Corporation. It will require an additional 1.5 to 2 hours to perform the same amount of work. Any new freight service would be restricted to nighttime operation. With the need to attract new industry into town, ones that may have a need for rail-freight service, this particular impact will have a strong effect on not only East Lyme's industrial economy but the region's as well. Mitigation was not discussed in this report.

SUMMARY

On a micro scale, while the Town of East Lyme and other towns within the region were identified with respect to potential impacts in the areas of noise, vibration, public safety, historic structures, views, etc.; the types, cost, and likelihood of mitigation for those impacts were not addressed adequately to protect the interests of the towns and the region in relation to the projected benefits of the project.

10 On a macro scale, the rationalization for the electrification of the Northeast Corridor is flawed. The justification that the decreased travel time between New York and Boston will pull travelers from the major interstates and airports and therefore decrease volatile organic compounds and other pollutants should be seriously questioned.

The DEIS reports in section ES.3 that one of the most significant effects of the electrification project will be the growth in ridership from 1.9 million riders with no electrification to 3.6 million riders with electrification. Under section ES.4, the report states that the greatest environmental benefits would be in the area of air quality through reduction in automobile and air emissions. Conversely, section 4.9.1.2 (Projected Ridership) of the report states that:

" the implementation of the electrification project will have a limited effect on automobile traffic because the factors that make automobile travel more attractive than rail will remain in place."

From a long range planning perspective, the Federal Railroad Administration appears to have not taken into consideration other alternatives such as:

11 1. Improving air quality within the Northeast by increasing local service through the addition of new tracks and stations throughout Connecticut, Rhode Island and Massachusetts thereby enhancing commuter, local, and express service. By promoting ridership through local rail mass transit as an alternative to automobiles, they would provide increased ridership on local and ultimately express trains. Otherwise, the net change in auto traffic and the resulting air quality will be zero based on the DEIS projections.

12 2. Improving an alternate route such as construction of a parallel electrified express track on the Interstate 95 corridor or improvement of the New Haven, Hartford, Worcester line, both of which would have potentially less impact than the proposed electrification. If a substantial amount of money is projected to be spent on the proposed electrification for the long range improvement of the northeast rail system, it would seem prudent to spend the extra dollars to make sure that the electrification and the northeast network does not become obsolete by the year 2010.

By placing the electrified track next to Interstate 95, automobile drivers and riders would be able to observe the comparison between the speed of the car versus the express train. By improving the New Haven, Hartford, Worcester line to Boston, the trains could conceivably attain greater speed thereby decreasing travel time. The shoreline route could promote local service and connect ridership via a new interlocal track system to the New Haven, Hartford, Worcester line.

The conclusion from a review of volume one of the Draft Environmental Impact Statement is that the Federal Railroad Administration has barely fulfilled an obligation to produce an environmental impact study to appease the requirements of NEPA. It appears from reading the study, that serious attention to the impacts and cost of implementation in relation to the benefits of the project were not adequately addressed. Long range planning and observation and emulation of the successful European and British rail systems were obviously not taken into consideration.

It appears that the Federal Railroad Administration and Amtrak are more interested in expeditiously promoting and constructing the proposed project rather than examining what is in the best long term interests of the region. If the Federal Railroad Administration is interested in promoting ridership and bettering the air quality of the region, the electrification of one line will be somewhat ineffective. Geographically, the Northeast is the most densely populated section of the United States. Care should be given to promoting mass transit in an orderly and effective manner prior to spending millions of dollars of the taxpayers money.

CT1-11

Town of Old Lyme, Old Lyme, Conn. 06371

P.O. BOX 160
PLANNING COMMISSION
(203) 434-9174

December 19, 1992

Mr. Glenn Goulet
DTS-77, Volpe National Transportation Systems Center
Kendall Square
Cambridge, MA 02142-1093

Subject: Amtrak High-Speed Rail Improvement Program

Dear Sir:

At several public hearings held in Southeastern, CT recently cooperation with local agencies and requests for inputs into the Environmental Impact Statement (EIS) study were stressed. While many Old Lyme residents and Town Officials/Agencies do not concur with the High-Speed Rail Improvement Program or even the scope of the Program, the Old Lyme Planning Commission would like to address the EIS and provides the following information:

1) Environmental/Safety Issues - Most of the upland property north of the current tracks is subject to severe flooding which in turn adds to frequent flooding at several major road underpasses. This flooding is caused by underdesigned and improperly maintained drainage pipe or low road beds under the tracks. Property damage and reduced property values, safety issues, creation of unbuildable land, etc., are caused by the flooding. To upgrade the rail system as currently planned and to even provide for future expansion without addressing and resolving these problems is unacceptable and irresponsible. If a high-speed rail system is successful, population growth due to improved metropolitan accessibility is anticipated thereby increasing a demand for land and overtaxing current road systems. These issues should be considered in your analysis.

(1) (2)

2) Increased noise and vibration currently experienced with concrete ties, potential train noise due to higher speed or increased traffic, loss of aesthetics due to electrification, potential fencing, etc., are also problems which need to be addressed and most importantly resolved.

(3)

3) Several upland estuary and river areas are being filled due to the constriction of water flow through narrow bridges and drainage systems and soon will be useless or swamps due to original system design and construction. If land overpasses are to be modified for a variety of issues, waterways should also be corrected and improved. Many years of railroad/government abuse and neglect must be corrected. This may be one of the last chances to correct them.

(4)

4) Public safety is a major issue. Some underpasses currently are inadequate for safety and construction equipment and it is these same underpasses that become flooded during storms. Lowering the road bed is unacceptable and raising them to eliminate flooding would create a significant mountain in the rail system. The specific underpasses are discussed in more detail below and the Town of Old Lyme expects the EIS to propose solutions to these problems.

The Planning Commission has conducted a cursory review of the Town of Old Lyme railroad crossings and has the following specific comments. As noted above the Town expects the EIS to address and resolve these issues. A simple - "eliminate the crossing" statement - is considered unacceptable.

1) Major crossings of CT and Lieutenant River bridges are not considered a problem as are the two recently upgraded Rt 156 Shore Road crossings. However, public safety, including passengers, must not be degraded by excess fencing, barriers, etc. As recently experienced by a fire on the CT River Bridge - safety and personal access was required. It is understood that separate correspondence has been provided by the Old Lyme Fire Department regarding specific safety improvements.

2) Several underpasses have very narrow bridge abutments and create traffic and safety problems. The current road beds are also low and are subject to frequent flooding thereby creating public safety issues. These crossings are at McCurdy Road, Mile Creek Road, Cross Lane and Point O'Woods. The road beds must be raised to eliminate the flooding and the tracks must be significantly raised to provide proper height for safety vehicles and normal traffic. The road beds must also be widened for safety.

(5)

3) Chapman's crossing, as delineated on your records, is a private pedestrian and vehicle crossing to a beach on L.I. Sound. When electrification was first considered a few years ago, a pedestrian tunnel under the tracks was proposed by Amtrak and approved by the Town and residents but construction was halted when electrification funds were depleted. As part of this project a locked gate was to be provided in the planned track fencing to allow safety and construction vehicle access to Point O'Woods. Since the normal road underpass is too low and is frequently flooded the locked gate provision could be reinstated. Original tunnel/locked gate approvals provide instructions and agreements on locking provisions. Elimination of beach and safety equipment access will constitute a land taking and sigrificantly reduce property values and tax revenues in a large percentage of Town. The 20% funding level currently allocated for Amtrak's share of the improvements is unacceptable since no State or Town funds are anticipated. This tunnel must be completed and totally funded by Amtrak. It is preferred that the crossing not be modified or fenced given it's excellent safety record and the minimal speed increase anticipated by Amtrak due to rail conditions.

(6)

4) The road overpass at Buttonball Road is also an unique problem. Due to road bed washouts created by flooding from a lack of drainage under the tracks, the overpass was rebuilt with Federal funds a few years ago. Since the bridge was rebuilt after the original electricification funds were depleted the height of the new bridge is below electrification standards. This was approved by Amtrak and produced a barely acceptable road/bridge design. As currently constructed the overpass is an unsightly mountain. The rail bed must be lowered.

(7)

(E)

As previously noted river and stream crossings, bridges and drainage pipes are unacceptable and are creating flooding and wetlands damage. Solutions must be provided for Four Mile River, Three Mile River, Armstrong Brook, and Swann Brook areas. All drainage pipe under the tracks should be upgraded and improved to eliminate flooding and bridge abutments should be widened to provide proper flows.

While the Planning Commission does not totally concur with the rail program, it does welcome the opportunity to provide the above information. The above should not be considered as all inclusive or complete in that it is based on a cursory review of our Town and records. The Commission will gladly participate in any meetings or discussions, provide information and support the EIS study as required. The current planned rail program and its future expansion is too important an issue to the Town of Old Lyme to ignore. The Town is split in to five segments by east/west Federal and State highways together with the railroad and access for the public and safety vehicles, improvements to degraded wetlands and coastal resources and provision of adequate land are extremely important issues. Past problems must be corrected at any available opportunity. The Federal Rail Administration and Amtrak have an obligation to consider and correct impacts associated with the development and maintenance of the rail corridor.

Please call for any additional information or support. We hope to hear from you in the near future.

Leroy V. Strohla

Old Lyme Planning Commission
Leroy V. Strohla
Chairman

Copies to:

Federal Railroad Administration
DMJM/Harris
Amtrak (David Carol)
Board of Selectman
Senator C. Dodd
Senator J. Lieberman
Congressman S. Gejdenson
Old Lyme Commissions/Boards
CT DEP

CT1-12

TOWN HALL-BRANFORD,CT TEL:1-203-481-5561 Dec 03,93 16:05 No.009 P.01

TOWN OF BRANFORD
FAX

RECEIVED

Town of Branford
Post Office Box 150
Branford, CT 06405
FAX 481-5561

1019 Main Street
Across from the Green

DATE: Dec 3, 1993

TO: Mr Glenn Goulet, DTS-72 FAX # 617 494 2961

COMPANY: US DOT/RSPA

FROM: Judy Gott, First Selectman FAX #481-5561

NUMBER OF PAGES INCLUDING THIS ONE: _____

MESSAGE: I have just been informed comment period on the Draft Environmental Impact Statement -- Northeast Corridor Improvement Project - Electrification New Haven, CT - Boston, MA ends today.

(1) The Town of Branford, CT requests a 90 day extension for comment.

Thank you for your consideration

Judy Gott
First Selectman

CT1-13

RECEIVED 12-3-93

CITY OF NEW LONDON
CONNECTICUT

November 29, 1993

Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation
System Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Re: Comments DEIS/R Northeast Corridor Electrification

Dear Mr. Goulet:

After carefully reviewing Volumes I - III of the Draft Environmental Impact Statement/Report (DEIS/R) for the Northeast Corridor Improvement Project Electrification - New Haven, CT to Boston, MA, I would like to submit the following comments that I feel remain to be addressed to our satisfaction with these documents:

1. New London Substation

(1) There appears to be an inconsistency regarding the proposed location of the power line from the NU substation on Williams Street to the proposed substation. Volume I identifies a proposed route that would run through Riverside Park and Winthrop Elementary School, whereas, Volume III identifies another route which would involve existing City streets and other rights-of-way. Please identify the correct route so that we can accurately identify the possible impacts. We have previously identified the following possible impacts from this proposal:

- The requirement to expand the NU substation and the potential impact on wetlands and on neighbors.
- The potential for any adverse health effects to the residents in the proximity of the power line between Williams Street and the substation.

2. Land Use

(2) Volume I of your statement/report includes mapping of land use and potentially sensitive receptors. My staff has advised that this information is not terribly accurate and fails to identify a number of potentially affected sites along the electrification route. The map lacks specificity and it is impossible to identify the potentially affected sites. You have failed to identify some historic sites, districts, land uses, office complexes, streets, etc.

3. Train Vibration Impacts

(3) Your study estimates that there are only 10 vibration-sensitive sites within the vibration impact zone in New London. Given the density of development along the New London corridor we feel that this estimate is well below the realistic number of sensitive sites in the City. In addition, it is difficult to assess these impacts since your study does not specifically identify all of the sensitive sites. Consequently, your study does not identify the specific mitigation measures proposed for the corridor, without this information we cannot evaluate the adequacy of your mitigation proposals.

4. Noise Impacts

(4) Your study estimates that there are only 4 noise sensitive sites within the noise impact zone in the City. Once again, given the density characteristics of development along the New London Corridor we feel that you have failed to accurately identify the true number of noise sensitive site in the City. In addition, it is impossible to assess these impacts since your study does not specifically identify all of the sensitive sites nor the specific proposed mitigation measures or their locations.

5. Archaeology

(5) You incorrectly state that the New London Substation is located in the New London Historic District.

6. Public Safety - Grade Crossings

We have previously expressed our vehement opposition to your plans for the closure of the Grade Crossings here in New London. It is my understanding that you will be conducting a separate review and plan proposal for these crossings. If this is the case I question why you included a 44 page discussion of vehicular and pedestrian

crossing issues in your study? This study identifies that there have been eight accidents at the various grade crossings between 1975 and 1985 with 3 of the accidents having occurred at Governor Winthrop Boulevard in New London. Your study failed to provide accident summaries over the past 8 years and failed to note that the Governor Winthrop Boulevard crossing formerly known at the Hallam Street crossing was reconstructed in 1986 to address public safety concerns. In addition, it appears that you plan to eliminate all grade crossings along the corridor by December 31, 1997 without implementing any mitigation measures. The impacts to many Waterfront and Downtown New London businesses will be severe if the crossings are modified as earlier stated in your closure plan. Since this closure plan is somewhat necessitated by the electrification project I do not see how you can avoid addressing these issues in to DEIS/R. Your failure to do so is a significant omission.

(6)

(7)

7. Transportation and Traffic

a. Your study contains a projection that indicates rail ridership will increase to 16.8% of the travel market by 2010 with electrification and by 93.9% based on current ridership figures. What are these projected numbers based on? The DEIS/R does not provide enough detail to review the accuracy of these estimates.

(8)

b. The DEIS/R states that the electrification project might result in a situation that any new freight train operations may be restricted to nighttime, would require additional time to complete freight train movements and may preclude the initiation of a project to increase bridge clearances for freight operations. All of these factors admittedly "would place the freight railroads at a competitive disadvantage in a highly competitive market."

(9)

The City of New London has initiated efforts to establish a Foreign Trade Zone, has established a substantial Enterprise Zone and is working with the State of Connecticut to establish a more substantial commercial port at the State Pier in New London. Any negative impacts to freight operations may diminish are ability for future economic development initiatives.

(10)

c. The DEIS/R reports that New London's Union Station may be served by express service in the future, however, you did not include any evaluation of the station. What decision needs to be made to decide whether New London will be served by this service? If the City may be served in the future the DEIS/R

(11)

should evaluate the possible impacts. As we have previously stated, we are supportive of efforts to serve New London Station with the express service.

(12) d. The DEIS/R does not contain an evaluation/discussion of the impacts of the increased number of trains operating each day with the electrification project and the effects this will have upon the need to more frequently open and close the swing bridges at Shaw's Cove and the Thames River Bridge. How will boat traffic be affected by the bridge activity? As you are aware, the Thames River Bridge lies immediately downriver from the Naval Sub Base in Groton and the Shaw's Cove bridge serves a successful boat yard and marinas.

8. Natural Resources

Page 11-38/39 contains an evaluation of the impacts of a utility corridor through Riverside Park to serve the Williams Street station. I had previously been advised that you do not intend to locate the corridor through this steeply sloped, forested municipal park. We are vehemently opposed to any plan to locate the corridor (13) through Riverside Park. Your DEIS/R should identify which route you plan to use for this utility line. At this point we are unsure as to your intent.

After reviewing the DEIS/R and its brief nonspecific evaluation of the impacts of the installation of the submarine electric cables (14) across Shaw's Cove and the Thames River. We have concerns about the impacts from the proposed trench excavation work. Have you considered utilizing a large scale boring machine operation which might avoid the necessity of disturbing the river bottom? We have used this technique successfully to lay cable without disrupting the pavement of the City's streets.

9. Visual and Aesthetic Resources

(15) The DEIS/R Volume III, page 2-13 references a Visual Impact Assessment (Technical Study II). There is no such study identified in this volume.

The DEIS/R Volume I, page 3-27 indicates that 200 potential Visually Sensitive Receptors (VSRs) were initially identified and this list was verified down to 51 VSRs none of which are located in (16) New London. It is our contention that there are several VCRs here in the City with views of the Waterfront, the Thames River and other scenic views which will be impacted by the electrification. Views from public roads, restaurants, marinas, parking areas,

residences and businesses will be visually impacted by this proposal and are not identified in the DEIS/R. We have particular concern about visual impacts through Downtown New London. Although this area is a "busy" developed urban waterfront the intrusion of additional visual obstructions to the Waterfront can only serve to detract from our efforts to expand public access to our Waterfront particularly the City Pier.

10. Citizen Participation

(17) I have been contacted by several concerned parties who have expressed their desire that you consent to an additional 90-day public comment period in which to review the materials provided in the DEIS/R. There is a concern that the 60 days allotted for the public comment period on this document does not permit enough time for public review of these important issues. Please seriously consider and grant this request.

As you can see the City of New London still has some very serious concerns which have not yet been addressed by the DEIS/R. Your report and its assessment of potential impacts is not (18) complete. At this time I feel strongly that the potential negative impacts to the City of New London are not outweighed by the general benefits of this project. Until the aforementioned concerns are addressed to the City's satisfaction we will continue to work to insure that the public interest is protected.

I look forward to working with you and your staff/consultants to find workable solutions to these matters and I offer my staff's participation in these efforts.

Sincerely,

Peter D. Gillespie

Peter D. Gillespie
City Planner

PDG/r

CT1-14

Cook

State of Connecticut
SENATE
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

SENATOR CATHERINE W. COOK
EIGHTEENTH DISTRICT

MEMBER
COMMERCE COMMITTEE
INTERNATIONAL COMMITTEE

I have prepared these comments because I fear that the well being of the residents of Mystic, West Mystic, Stonington and Pawcatuck, as well as residents of other towns, has not been adequately addressed by the Federal Railroad Administration (FRA). In particular, the draft environmental impact statement (EIS), was prepared without comment from the Connecticut Department of Transportation (DOT) or the Department of Environmental Protection (DEP). In fact, I quote DOT Deputy Commissioner Patricia Zedalis when commenting on the draft EIS, "there is a conspicuous lack of detail regarding the magnitude of the impact, the proposed mitigating measures, and the cost associated with these measures." Furthermore, there were no public hearings held for the residents of the affected towns. The only opportunity for public comment was at a hearing on the proposed closures of at grade crossings, attended by over 200 people, sponsored by myself and Representative's Winkler and Simmons. Therefore, in preparing my comments, I have incorporated the concerns brought out at the public hearing.

I am also troubled by the fact that the proposed changes to the crossings at Broadway and School Street and Willow Point may pose considerable trouble for emergency services. The Chief of the Mystic Fire Department has stated their fire apparatus will have difficulty maneuvering these crossing if they are modified as proposed by the FRA. There are also concerns about closing Freeman's crossing, which would eliminate land access to Elihu Island for its many summer residents. This would be a frightening situation should a person need medical attention or in case of a fire. The Chief of the Stonington Fire Department stated that they would

not be able to respond if the crossing was eliminated. Surely there must be a better alternative to closing this crossing.

This brings me to my next point. I am heartened by the fact that the Federal Railroad Administration has recently approved an $800,000 grant to the DOT for purposes of studying a quad gating system with track sensors, as called for by the local residents and their government representative. The quad system will be studied at the School Street Crossing to test its effectiveness. I feel that the proposed crossing modifications in all locations should be postponed until the effectiveness of the quad system is measured. Therefore, if the quad system is proven effective, the proposed modifications and/or closings might not have to be pursued. This would also be more cost effective. While it would cost several million dollars for each tunnel and bridge, the quad system would only cost about $500,000, or less, each.

The proposed changes also concern me from a recreational and economic standpoint, because they are directly related. The town's economy and recreation relies heavily on its access to the shoreline. For example, eliminating the Walker's Dock crossing would essentially force the closure of the marina located there. This not only denies Connecticut residents use of the seashore, but also forces the closure of another business which Southeastern Connecticut can hardly afford at this time. It is also my understanding that Walker Dock is one of the few facilities in the Stonington area which is equipped to serve small boats.

The forced closure would also be ironic because it comes during a time in which the federal government is prioritizing resources for the use of Long Island Sound. Elimination of crossings is the same as elimination of access to Long Island Sound. This is significant because closure of the crossings at Elihu Island and Walker's Dock would eliminate 10% of Stonington's coastline.

The system of hundreds of thousands of utility poles as part of the catenary system will do nothing to enhance the scenic quality of Connecticut's coastline, particularly in my district which includes beautiful historic Mystic and Stonington. I am hard pressed to understand why an alternative locomotive such as the technologically advanced turbo electric trains were not considered. Such engines generate their own electricity with fuel efficiency, without poles, power lines, transfer stations, etc.

A major environmental concern regarding the Northeast Corridor rail system

is not addressed at all in this study. As a life long resident of Mystic, I have watched the deterioration of underwater wildlife in our estuaries, coves and bays. This document before us tonight addresses only the changes to the status quo. But I maintain that the present Railroad causeways which have choked off the shellfish and fishing nurseries are considered acceptable. This condition is NOT acceptable. I recommend that as many track bed causeways be opened to tidal flushing as possible during construction of this project.

Finally, tourists are attracted to the area for its natural beauty and historic resources. This is of particular concern because many of the proposed changes will occur in areas with properties that are either listed or are eligible for the National Register of Historic Places (National Register).

Southeastern Connecticut is now engaged in a strategic development process to identify ways to enhance our tourist industry. While mass transit and high speed rail can play an important part in bringing new tourists to the region, the scenic vistas, historic homes and shoreline access play an even more important role in extending a tourist's visit. Likewise, this study is addressing a plan to develop new tourism attractions in the region. Attractive, scenic parcels for new resort hotels, theme parks and recreation sites will be increasingly limited by the electrification project. I believe you should go back to the drawing board regarding the relatively small gain in travel time through the curves of CT's shoreline from New London to Westerly. Rerouting may cost more now, but the potential for even greater reductions in travel time with a straighter route could increase ridership greatly over the long term.

I conclusion, while volumes of materials have been published, and Washington based surveyors have decided what is best on paper, the conclusions and the insult to our previous scenic vistas and fragile salt marsh wetlands does not justify the slightly shortened time that may be realized during travel along the shoreline between New London and Westerly, Rhode Island.

As we hear often on TV Commercials about another federal proposal, "There's got to be a better way."

CT 1-15

Town of Groton

45 FORT HILL ROAD • GROTON CONNECTICUT 06340-4394 TEL 203 445-8551

December 30, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02141

RECEIVED

Dear Mr. Goulet:

At the Groton Town Council Meeting on December 21, 1993, a resolution stating the Town Council's AMTRAK Electrification Policy was passed (attached). Although not opposed to electrification, the Town Council strongly opposes the present project as set forth in the Draft Environmental Impact Statement (DEIS). The Town Council has requested that the Federal Rail Administration and AMTRAK reevaluate alternative routes. The coastline with its many curves and environmentally sensitive areas is not the route for electrification and high speed rails.

Thank you for your attention to this matter. Do not hesitate to call Town Manager, Ron LeBlanc, or Assistant Town Manager, Michael Rosenkrantz at 441-6630 if you have further questions.

Sincerely,

Dolores P. Hauber

Dolores Hauber
Mayor

DH:mw
Attachment
c: Town Council

CT1-16

Town of Groton

OFFICE OF THE TOWN CLERK

Barbara Tarbox, CMC
Town Clerk
Registrar of Vital Statistics

45 Fort Hill Road, Groton, Connecticut 06340-4394
Telephone (203) 441-6640
Fax (203) 441-6678

RECEIVED 1/27/94

RESOLUTION STATING TOWN COUNCIL
AMTRAK ELECTRIFICATION POLICY

(1) WHEREAS, the Groton Town Council is concerned about the proposed electrification of the Northeast Corridor, and

WHEREAS, the Town Council on behalf of the citizens of Groton and the Region encourages a regional approach through the Council of Governments, and Connecticut Congressional Delegation, and

WHEREAS, the Town Council has opposed the AMTRAK plan for grade separation, but has supported the quadgate system alternative, at the School Street, West Mystic Crossing, and

WHEREAS, the DEIS is inadequate in addressing the impact on economic factors, noise and vibration, and

WHEREAS, the Town Council has requested the Federal Rail Administration and AMTRAK to re-evaluate alternative routes, be it

RESOLVED, the Groton Town Council strongly opposes the Northeast Corridor Electrification as set forth in the Draft Environmental Impact Statement.

This is to certify that the above is a true copy of the Resolution as adopted by the Groton Town Council at its regular meeting on December 21, 1993.

Attest: _____
Robin Irene Cedio
Assistant Town Clerk

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CT1-17

THE CITY OF GROTON
CONNECTICUT

295 MERIDIAN STREET, P.O. BOX 907
06340

CONSERVATION COMMISSION

TELEPHONE (203) 446-4103
FAX (203) 446-4098

RECEIVED 1/27/94

January 19, 1994

FAXED 1-19-94

Mr. Glenn Goulet, DTS-72,
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: State of Connecticut Public Notice of Comment Period Extension on Draft Environmental Impact Statement/Report (DESI/R)

Dear Mr. Goulet:

Listed below are the comments/questions on the Draft Environmental Impact Statement/Report on the Northeast Corridor Improvement Project Electrification, of concern to the City of Groton Conservation Commission. Your consideration and answers will be greatly appreciated.

Presently, the City's ozone at ground level seriously exceeds Federal standards. Specifically, at the I-95 Highway Bridge spanning the Thames River, the region is impacted by the ground level ozone emissions that are generated by the accelerating and decelerating vehicular traffic.

Amtrak is proposing to electrify their railway system through the Environmental Protection Agency Ozone Transport Region where Connecticut Department of Environmental Protection is proposing to reduce ozone by use of Low Emission Vehicles. Amtrak expects to run a total of 68 trains per day.

As stated in the State of Connecticut Public Notice Hearing on a Proposed Low Emission Vehicle Program to be recommended to the U.S. Environmental Protection Agency, dated November 17, 1993, "Ground level ozone causes a range of detrimental health effects, especially breathing problems for the very young, the very old, and those with existing

(1) respiratory diseases." Our concern is the significant amount of ozone that will be generated by the electric trains. The "sparking" at the wheels and overhead electrical power connections causes ozone as the electric power is transmitted at 25,000 volts to the electric motors which propel the trains.

(2) Ozone generated by the sparking across the high voltage cable supporting insulators during the predominating coastal fog should also be addressed.

(3) To achieve the clean air mandate for the Ozone Transport Region, other means of propulsion may be feasible such as "air-dash-pot tunnel," gas turbines, and/or a route through the less densely populated areas.

Sincerely,

L. J. Chmura

Longene J. Chmura
Chairman

kmc

LJC/kmc

CC: City of Groton Mayor Catherine Kolnaski
U.S. Senator Joseph Lieberman
U.S. Senator Christopher J. Dodd
U.S. Representative Sam Gejdenson
State Senator Catherine Welles Cook
Mr. Jason Becker
State Representative Nancy DeMarinis

CT 2-1

STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL
136 Main Street, Suite 401
New Britain, Connecticut 06051-4225
Phone: 827-7682

RECEIVED 11/23/93

November 19, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

In accordance with the National Environmental Policy Act (NEPA), the Connecticut Siting Council, a Connecticut State agency, hereby submits its comments on the draft environmental impact statement/draft environmental impact report for Amtrak's proposed electrification of the northeast corridor mainline between Union Station in New Haven, Connecticut and South Station in Boston, Massachusetts. These comments pertain only to construction and modification of electric transmission and substation facilities under the jurisdiction of this Connecticut State agency.

These facilities include two transformers receiving power at 115 kilovolts via a 4800-foot underground feeder at the proposed New London substation and two transformers receiving power at 115 kilovolts via a 1200-foot aerial feeder at the proposed Branford substation. Potential impacts from these facilities and potential alternatives may be significant on environmental resources, including a nearby floodplain in New London, and noise and aesthetic damage to nearby cultural land features including parks, hospitals, schools, and residential development.

Because the Connecticut Siting Council has jurisdiction over the site regulation of electric transmission lines with design capacity of 69 kilovolts or more and electric substations or switchyards designed to change or regulate the voltage of electricity at 69 kilovolts or more (see Connecticut General Statutes section 16-50i(a)), it is anticipated that an application for a Certificate of Environmental Compatibility and Public Need will be submitted to the Connecticut Siting Council for both the proposed New London substation and its interconnection to an existing transmission line and the

proposed Branford substation and its interconnection to an existing transmission line.

While under Connecticut General Statutes section 16-50k(d) the Council does not have jurisdiction over any matter which any agency, department, or instrumentality of the federal government has exclusive jurisdiction, or has jurisdiction concurrent with that of the State and has exercised such jurisdiction, to the exclusion of regulation of such matter by the State, no such representation has been made, and it does not appear that sufficient detail on the need and environmental effects of these facilities has been considered by the Federal Railroad Administration. In fact, it appears that only a cursory review of these facilities has been performed at this time.

(1) In summary, in order for this project to be consistent with State law regulating the siting of electric substation and transmission line facilities, an applicant must either submit to the jurisdiction of this agency and file for a Certificate of Environmental Compatibility and Public Need, or consider the need, environmental effects, and alternatives of these specific facilities in sufficient detail to the exclusion of regulation by this Connecticut State agency.

Thank you for your attention and cooperation.

Very truly yours,

Joel M. Rinebold/RKE

Joel M. Rinebold
Executive Director

JMR:mmb

cc: Robert S. Golden, Jr., Asst. Atty. General, State of CT

7496E

CT 2-2

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P O BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

RECEIVED

December 1, 1993

Mr. Glenn Goulet
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

Subject: Northeast Corridor Electrification, DEIS

In response to Mr. Mark Yachmetz's letter dated October 4, 1993, the Connecticut Department of Transportation has prepared the following comments regarding the Draft Environmental Impact Statement for the Northeast Corridor Improvement Project, Electrification-New Haven to Boston.

Before addressing the Department's specific areas of concern, I would like to reiterate that the Connecticut Department of Transportation completely supports the project's goal of three hour rail passenger service between New York and Boston. Further, we will continue to actively support the development of improvements needed to achieve this goal.

(1) This Department is quite concerned with the negative noise and vibration impacts expected to result from this project. However, we trust that, as indicated in the DEIS, these impacts can and will be mitigated to the fullest extent. But, as I stated at the public hearing held in Old Saybrook on November 18, 1993, there are other potential impacts much less easily mitigated, such as the impact on rail freight service, the impact of proposed at-grade crossing eliminations, and the impact on the ability of current and future commuter rail service to coexist in the Corridor with Amtrak service and freight service. In addition, the impact of the project on marine traffic at moveable bridge locations has also emerged as an issue which must be carefully considered and addressed in the FEIS.

(2) Regarding rail freight service, according to the Providence and Worcester Railroad Company (P&W), there are 17 rail freight users employing 15,756 persons on the Northeast Corridor in Connecticut. As a result of the high speed rail project's anticipated negative impact on rail freight service, which includes reduced windows of operating time, longer train movement times, and additional night service, the potential for severe economic impact to Connecticut exists.

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The P&W has projected an annual loss of $900,000 which, the Company has said, could result in the cessation of their freight operation on the Corridor in Connecticut. Obviously, the potential loss or reduction of rail freight service or the limitation of freight movements to night hours, would have a significant impact on the economic viability of the companies served. (3) The FEIS for this project should address, not only the economic impact of rail freight restrictions on the users, but also the Corridor improvements (and their environmental impacts) needed to mitigate these impacts. This matter must be resolved at, or prior to, the FEIS stage of the project and must include significant input from the States of Connecticut and Rhode Island.

The elimination of at-grade crossings has been a topic of great interest and emotion since July of this year. The Connecticut Departments of Transportation, Environmental Protection, and Economic Development submitted comments relative to the Draft Plan to Eliminate Highway At-grade Crossings. Many of these comments dealt with the environmental impact of eliminating crossings which serve as the only access to coastal areas or the impact of replacing an at-grade crossing with a grade separated structure.

(4) It was our understanding that the DEIS would address all of these issues. However, to date we have received no feedback relative to the State of Connecticut's comments regarding the draft crossing elimination plan. And, while the DEIS appears to have resolved the jurisdictional issue relative to the elimination of crossings, it has not addressed the environmental concerns which will drive the effort to eliminate any of the crossings remaining in Connecticut. In fact, the importance of the proposed elimination of crossings and the degree to which the FRA will seek to implement the crossing elimination plan varies within the DEIS.

One section of the DEIS indicates that the plan to eliminate crossings "will closely coincide with the implementation of the proposed action." However, in other sections, FRA's intentions relative to crossing elimination is less clear. For example, accident prediction models concluded that "... there will be no significant change in the potential for train-vehicular collisions...", referring to the "build-no build" electrification alternatives. Such a finding will make it difficult for this agency to order the closure of a crossing, especially if the closure involves great expense or is not popular with area residents.

It is recommended that the FEIS address the environmental issues raised regarding the proposed crossing eliminations and that references to the elimination of crossings consistently reflect the FRA's position on implementing the Draft Plan for Elimination of Highway At-grade Crossings.

(5) As previously stated, the Connecticut Department of Transportation is concerned with the successful integration of freight movements on the Corridor, especially in Connecticut. However, since a significant annual investment is made by the State of Connecticut to maintain and improve both the Metro-North and Shoreline East commuter rail services, we are also greatly concerned with the impact that the project may have on the current and future commuter services. At this time, Metro-North and Shoreline East account for approximately 58,000 train trips daily in Connecticut. Clearly, if these essential services are disrupted, or are not permitted to expand as needed, serious impacts to Connecticut will result.

The DEIS indicates that, "All of the projected 2010 intercity, freight, and commuter operations can be accommodated on the Corridor, with no adverse impact to commuter service expected." It must be assumed that for the report to make such an assertion, a Train Performance Calculator (TPC) model, (6) or similar simulation model, was used to confirm that there will be no impact on 2010 commuter services. The model that was used should be presented and analyzed in the FEIS; for without such analysis, we cannot adequately comment on this critical issue.

The DEIS further states that, "To achieve this high level of capacity all parties will be required to implement operational procedures designed to maximize capacity in a highly disciplined manner while also maintaining high safety and reliability standards". This statement suggests that a new method of operation may be required to accommodate all 2010 needs. If there are (7) unique operating or dispatching practices which must be "designed" and implemented to successfully accommodate the Corridor's highest capacity level, then they should be clearly identified and analyzed in the FEIS.

As the transcript of the public hearings held in Connecticut indicates, there is significant concern in each of the communities impacted by the project, that current delays to marine traffic at moveable bridge locations will be exacerbated by a reduction in the opportunities for opening the spans (8) due to the increase in the number of trains on the Corridor. Certainly, the FEIS cannot be considered complete without fully addressing the project's impact on marine traffic, especially in communities such as these, where boating is so much apart of commerce, recreation, and the overall quality of life.

I trust that these comments will be carefully considered and that they will prove helpful in the development of a more complete FEIS. The Department of Transportation remains eager to work with the FRA and Amtrak to resolve all concerns associated with the project so that high speed rail passenger service in the Northeast Corridor can be realized.

Very truly yours,

Patricia Zedalis
Deputy Commissioner
Bureau of Public Transportation

cc: Hon. Sam Gejdenson
Hon. Cathy Welles Cook
Hon. Melodie Peters
Hon. Lenny Winkler
Hon. Robert Simmons
Hon. William Satti - Mayor - New London
Hon. Linda Krauss - Mayor - Groton
Hon. Henry J. Luzzi - Mayor - East Haven
Hon. John DeStefano - Mayor - New Haven
Mr. James Rice - First Selectman - Old Lyme
Mr. Thomas Sheridan - First Selectman - Waterford
Mr. Peter Dibble - First Selectman - Stonington
Mr. Roger W. Goodnow, First Selectman - Old Saybrook
Mr. Raymond Jones - Fist Selectman - Westbrook
Mr. Paul W. Austin - First Selectman - Clinton
Mr. Thomas R. Rylander - First Selectman - Madison
Ms. Judy E. Gott - First Selectman - Branford
Mr. Arthur Rocque, Jr., DEP
Mr. David Carol, Amtrak

CT2-3

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
139 Boswell Avenue, Norwich, Connecticut 06360
(203) 889-2324/Fax: 889-1222

November 30, 1993

RECEIVED

Mr. Glenn Goulet, DTS-72
U.S. DOT/RSPA
Volpe Nat'l. Transportation System Ctr.
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

The Southeastern Connecticut Council of Governments, through its Regional Planning Commission, has reviewed the Draft Environmental Impact Study/Report of the Northeast Corridor Improvement Project, New Haven, Connecticut, to Boston, Massachusetts. This review was confined to those aspects of the Northeast Corridor project dealt with in the EIS. Our review also focused on possible impacts of the project that are of regional, as opposed to local, interest.

Our review resulted in two principal findings. First, the electrification project has the potential of improving air quality by diverting to rail trips that would otherwise be made by automobile or air. Second, the project has the potential to create a negative impact on the movement of freight through and/or within this region by rail unless bridge overpass heights are increased to accommodate containerized rail freight. The inability of the rail line to handle containerized cargo would have serious short- and long-term negative consequences for this region, with influences that extend well beyond the issue of rail freight. Likely to be affected negatively are the future redevelopment of the State Pier in New London and the overall effort to restructure southeastern Connecticut's economy, necessitated by sharp reductions in the defense sector. Accordingly, we urge that every effort be made to assure that the Northeast Corridor Improvement Project be designed so as not to impose limitations on the use of the corridor for the movement of goods and materials by rail freight. (1)

Thank you for considering our views.

Sincerely,

Richard B. Erickson
Executive Director

RBE/wal

CT2-4

Regional Water Authority

South Central Connecticut Regional Water Authority
90 Sargent Drive, New Haven, Connecticut 06511-5966 (203) 624 6671

November 23, 1993

RECEIVED 11/22/93 gm

Mr. Glen Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

Amtrack Northeast Corridor Electrification: September 1993 Draft EIS/R

The Regional Water Authority (RWA) has reviewed the above document. The proposed Branford substation site is located on the Furnace Pond/Lake Saltonstall watershed. Lake Saltonstall is a source of public drinking water supply for the Greater New Haven area. The proposed utility corridor for the 115 kV transmission line to the above substation will require an easement through RWA property.

(1) We have been in contact with Amtrack and their consultants concerning our property and water supply protection interests. We will be seeking assurances from Amtrack that the project will not result in degradation of the Lake Saltonstall public water supply. In addition, our Engineering Division has been working with Amtrack's consultants to address concerns related to protection of our distribution system infrastructure in the area. Attached are copies of correspondence between the RWA and Amtrack's consultant which summarize other remaining issues to be addressed in this process.

Thank you for the opportunity to comment on this report. If you have any questions please contact me at ext. 298.

Sincerely,

REGIONAL WATER AUTHORITY

John P. Hudak
Senior Environmental Analyst
Land Management

cc. Stephen Gazillo, Morrison Knudsen/L.K. Comstock/SPIE Group w/o attachment
Herb Ahrens, Engineering w/attachment
Tom Chaplik, Land Management w/o attachment
R. Douglas Marsh, RPB w/attachment

Attachments:
02/06/93 letter from Thomas V. Chaplik (RWA) to Stephen Gazzillo (Morrison Knudson)
03/02/93 letter from Robert A. Kendall (Morrison Knudsen) to Thomas V. Chaplik

CT2-5

Connecticut Public Transportation Commission

RECEIVED 1/14/94

24 WOLCOTT HILL ROAD • WETHERSFIELD, CONNECTICUT 06109

January 12, 1994

Mr. Glenn Goulet
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

RE: Northeast Corridor Electrification Project
Draft Environmental Impact Statement (DEIS)

Dear Mr. Goulet:

In regard to the public comment period on the above referenced document, enclosed is a copy of the 1993 Annual Report of the Connecticut Public Transportation Commission, a statutorily constituted advisory body to the Governor, the Commissioner of Transportation and the Transportation Committee of the Connecticut General Assembly.

(1) The leadoff recommendation in this year's report, found on Page 16, concerns accomplishing the objectives of the Northeast Corridor improvements in a way which does not negatively impact rail freight operations on the Corridor in southern and southeastern Connecticut and In Rhode Island. The Commission believes that freight and enhanced passenger operations can coexist on the Corridor if reasonable accommodations are made. Such accommodations include the maintenance of, at a minimum, all existing horizontal and vertical clearances throughout the affected portion of the Corridor, the incorporation of passing sidings for freight service in Connecticut and Rhode Island and consideration of the operational needs of freight operations in setting the Amtrak schedules so as to allow for sufficient operating windows.

Further discussion of these topics is found in my cover letter at the beginning of the report and on Pages 6-7 and 11-12.

Please incorporate this Annual Report in the public comments received on the DEIS as the official comments of the Connecticut Public Transportation Commission. Only the appropriate referenced pages need be excerpted for inclusion in the FEIS.

Thank you for this opportunity to submit the Commission's comments on this very important project.

Sincerely,

Paul A. Ehrhardt
Chairman

CT 2-6

CT-2-[redacted]

STATE OF CONNECTICUT
STATE BOARD OF EDUCATION
CONNECTICUT HISTORICAL COMMISSION

FREDERIC R. HARRIS
22 1994
JOB NO.

February 17, 1994

Ms. Cassandra Koutalidis
DMJM Harris
66 Long Wharf
Boston, MA 02110

Subject: Northeast Corridor Electrification Project
New Haven to Stonington, CT
EOEA Number 9134

Dear Ms. Koutalidis:

The State Historic Preservation Office has reviewed the DRAFT Environmental Impact Statement/Report prepared with respect to the above-named undertaking. In particular, this office has examined in-depth Technical Studies #3 and #7, which pertain to historic and archaeological resources, respectively.

In the opinion of the State Historic Preservation Office, the proposed electrification improvements will effect numerous Connecticut properties listed on or eligible for the National Register of Historic Places. In this regard, Technical Report #3 satisfactorily identifies and evaluates direct project-related impacts upon non-archaeological cultural resources, except for the ommission of the Mystic Bridge National Register Historic District (Stonington). This office concurs that electrification-related modifications will constitute an adverse effect upon the Olive Street Bridge, Ferry Street Bridge, New Haven Tunnel,Rocky Neck Park Trail Bridge, Niantic River Railroad Bridge, Central Vermont Railroad Bridge, and the Thames River Railroad Bridge.

Further, we concur with Technical Report #3's assessment that the introduction of the proposed catenary represents a visual effect upon those Connecticut historic resources discussed within the document. Most notably, the catenary represents an adverse visual intrusion upon the Wilcox Road historic district and the Haley Farm Historic Rural Lanscape.

(1) The State Historic Preservation Office believes that the DRAFT Environmental Impact Statement/Report does not adequately address potential effects upon cultural resources from proposed safety fencing, operational noise and vibration, installation of warning signals and bells, signalization changes, and grade crossing improvements. Likewise, this office recommends that additional caternary design alternative analysis is warranted vis-a-vis visual impacts on Connecticut's cultural heritage.

TEL (203) 566-3005
59 SOUTH PROSPECT ST HARTFORD CONN 06106
AN EQUAL OPPORTUNITY EMPLOYER

The State Historic Preservation Office has reviewed the assessment survey data within Technical Report #7 concerning the identification of archaeological resources in Connecticut. This office recommends that reconnaissance studies to field identify the existence and integrity of potential archaeological resources are warranted for the Branford and New London Substation Utility Corridors; the Leetes Island, Madison, Old Lyme, Stonington, and State Line Paralleling Station Sites; and, the Johnnycake Hill Road Bridge. Additional field investigation is warranted for the proposed underwater cable crossings at Connecticut's five moveable bridges and for archaeologically sensitive areas which may be impacted by safety fencing and grade crossing improvements. All reconnaissance investigations must be undertaken in accordance with our Environmental Review Primer for Connecticut's Archaeological Resources. These studies should be completed and reviewed by our office prior to the circulation of a FINAL EIS. We request that two copies of Technical Report #7 be provided to our office for statewide cultural resource management purposes.

This office understands that exact locations for proposed substations, paralleling station sites, placement of catenary poles, and other improvements have not been finalized. Substantive changes in location must be reviewed by DMJM Harris' historic and archaeological consultants and our professional staff. Further, several historic properties are administered by the Connecticut Department of Environmental Protection's State Park Division who must be directly consulted regarding all pertinent improvements.

The State Historic Preservation Office recommends that the Federal Railroad Administration consult with the Advisory Council on Historic Preservation in accordance with the National Historic Preserrvation Act of 1966. This office believes that a memorandum of agreement will be required for the proposed undertaking in keeping with 36 CFR 800. However, supplemental information, as noted above, regarding the comprehensive evaluation of all potential project-related actions upon historic and archaeological resources must be provided to this office in order to facilitate our technical review of design and location alternatives and possible mitigation options. For example, proposed modification of historic bridges may necessitate both creative design solutions and professional documentation to the standards of the Historic American Engineering Record.

The State Historic Preservation Office anticipates working with DMJM Harris, the Federal Railroad Administration, the Advisory Council on Historic Preservation, the Connecticut Department of Environmental Protection's State Park Division, and all interested parties in the professional management of Connecticut's cultural heritage as related to the proposed electrification improvements.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

John W. Shannahan
State Historic
Preservation Officer

cc: Mr. Glenn Goulet/USDOT-RSPA
Mr. Robert J. DeSista/COE
Ms. Kate Atwood/COE
Dr. Nicholas Bellantoni/OSA
Ms. Constance Crosby/MHC
Mr. Richard Greenwood/RIHPC
Ms. Pam Adams/DEP-State Parks
Dr. Bruce Clouette/HRC Inc.
Ms. Mary G. Soulsby/PAST Inc.

C12-7

STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

79 ELM STREET HARTFORD, CONNECTICUT 06106

Timothy R. E. Keeney
Commissioner

RECEIVED

December 23, 1993

Mr. Glenn Goulet
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142-1093

Re: Draft Environmental Impact Statement (DEIS)
Northeast Corridor Improvement Project
Electrification - New Haven to Boston

Dear Mr. Goulet:

The Connecticut Department of Environmental Protection (DEP) has completed its review of the above-referenced document. DEP anticipates several significant benefits arising from this project. In addition to the transportation improvements which are the goal of the project, regional air quality benefits and a reduction in energy use will occur if the projected modal shifts in Corridor travel are achieved. Though most of the Amtrak ridership gains will be captured from air shuttles, the trips captured from the automobile mode will also lessen congestion on the highways of Connecticut and surrounding states. The proposed electrification and resultant improvements in travel times will be one more critical transportation link in providing a mobility system for this region which is less dependent on personal automobile use. (1)

Despite the considerable volume of information in the DEIS, much of DEP's evaluation of the project must necessarily await more detailed, site-specific information. This is true for the two approvals required from this department: Coastal Management Consistency Concurrence and Section 401 Water Quality Certification. The former is required under Section 307 (c) (1) of the Coastal Zone Management Act of 1972, while the latter will be required in conjunction with permits from the U.S. Army Corps of Engineers. Some fisheries-related concerns, as detailed in the attached staff comments, will also require more detailed, site-specific construction information.

(2) One significant issue that does need to be addressed at the FEIS stage is the mitigation of this project's impacts on the

rail freight service in southern Connecticut and Rhode Island. The DEIS makes no mention of any measures to be taken to allow freight and passenger operations to co-exist on the Corridor. The lack of any accommodation for the freight operations and the admitted impacts to the Providence & Worcester Railroad and rail-dependent businesses on the Corridor potentially imperil the health of, and jobs provided by, these businesses. Also jeopardized are the environmental and energy benefits mentioned above if the expanding volumes of rail cargo presently using this portion of the Corridor are forced onto the highways due to the loss of timely and affordable rail service. Quantification and mitigation of these impacts must be included in the FEIS. If the impacts to rail service cannot be substantially mitigated, the projected air quality benefits from the electrification will be very significantly compromised. This is a consequence which would then need to be reflected in the emissions and air quality analysis in the FEIS.

(3) A second issue which should be addressed at the FEIS stage, and must be addressed in order to certify consistency with the State's coastal management program, is that of route alternatives. This must begin with the selection of the Shoreline Route versus other possible corridors for a high speed New Haven-to-Boston connection, most notably via the Springfield Line and the Boston and Albany Mainline. (4) Similarly, the locational rationale for the individual electrical facilities within the coastal boundary must be provided. Most critical among the latter is the Noank paralleling station, whose location raises a host of resource issues including impacts to a recreation area and a tidal restoration project, neighborhood aesthetics, and its presence within the 100-year flood boundary. (5) Another very important coastal issue which the DEIS does not address is that of impacts to recreational and commercial boat traffic caused by more frequent bridge closures. Much of the other data requested regarding coastal issues is site-specific design information which may relate more closely to individual facility consistency determinations than the project as a whole and may not be available until construction drawings are obtained. The raising of these issues at this stage may assist in the preparation of approvable designs, however.

(6) Fisheries impacts, mostly related to the construction of the five underwater catenary crossings at the moveable bridges, will require both further detail and proper seasonal timing if impacts to anadromous fish and shortnose sturgeon are to be avoided. Continued consultation with the DEP Fisheries Division as well as federal agencies should adequately cover these concerns and protect these resources.

Many other construction related impacts will be addressed through the Water Quality Certificate process. The information needed is specified in the staff comments and covers sedimentation and erosion controls, best management practices and impact mitigation. (7) Proper controls on construction activity will eliminate many potential impacts of the proposed action.

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Thank you for giving the Department of Environmental Protection the opportunity to review the DEIS and submit these comments. We look forward to reviewing the FEIS and the eventual site specific construction plans. This project holds the promise of providing environmental and transportation benefits on several fronts. Successful mitigation of the attendant impacts appears feasible if reasonable efforts are made to address them. These attached comments will hopefully provide some useful direction toward that end.

Sincerely

Timothy R.E. Keeney
Commissioner

Attachment: (1)

NORTHEAST CORRIDOR IMPROVEMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT EVALUATION/REPORT
NEW HAVEN TO BOSTON ELECTRIFICATION

STAFF REVIEW COMMENTS

The Department of Environmental Protection appreciates the opportunity to review this Draft Environmental Impact Statement (DEIS) and submit these comments. The preparation of a document of this scope is a major undertaking, the magnitude of which is appreciated by DEP.

This department foresees air quality, energy conservation and congestion benefits arising from the implementation of this project if the anticipated levels of ridership and modal shifts develop. For these reasons, as well as for the direct transportation benefits that will result from the improved rail service, the department supports the electrification of the Northeast Corridor from New Haven to Boston.

We do recognize, however, that some key issues remain to be resolved. Impacts to rail freight transportation on the Corridor and to waterborne navigation on several Connecticut rivers and coves yet need to be addressed. The processing of coastal consistency concurrences for the project as well as its individual components in the Coastal Boundary will require the resolution of inconsistencies with State statutory standards of the Connecticut Coastal Management Act before the currently proposed electrification plan can be fully endorsed.

(8) Due to the size of this project, attempting to evaluate all impacts arising along a 156 mile corridor and all of the diverse issues involved, the level of detail contained in the DEIS is necessarily constrained. DEP accepts the fact that permit level, site specific detail for each major project element, such as river crossings, electrical facilities and bridge modifications, cannot reasonably be provided in a comprehensive impact evaluation such as this DEIS. Such site specific detail will be necessary for the issuance of State permits and approvals and the analysis of some localized project impacts. The department can say, however, that it does conceptually support the project and most of the major individual project elements discussed in the DEIS.

The following issues and staff comments are grouped by major programmatic functions within DEP. Most cite the need for additional detail, specific pieces of data, clarifications or discrepancy resolution. Two issues do not fit these categories. One issue missed entirely is the effect of the proposed action on marine transportation, arising from increased needs for closure of the moveable bridges on the Corridor. Another major issue which was mentioned in the DEIS but whose consequences and their mitigation were not adequately addressed is the impact on rail freight shipments on the Corridor and the businesses that depend on them. This latter issue begins our comments.

IMPACTS TO CORRIDOR RAIL FREIGHT SERVICE

Probably foremost among the adverse impacts potentially attendant in this project is the potential loss of freight service on the Corridor and its effect on businesses dependent on such service. This is so because the diversion of rail freight shipments to highway transport and the economic fallout to rail-dependent shippers in Connecticut and Rhode Island threatens to wipe out the anticipated project benefits to air quality, energy savings, congestion reduction and economic development. In both our scoping comments of October 19, 1992 on the proposed work plan and our comments of February 25, 1993 on the air protocol, this issue was highlighted. Consistent with our comments on the work plan, section 3.4 of the air protocol called for the conversion of diverted rail freight volumes into truck trips with an estimate for VMTs and associated emissions factors.

Though this specific analysis was not done for the DEIS, the document does repeatedly note the serious impacts likely to be felt by the Providence and Worcester Railroad and its Corridor customers. Technical Study #9 in Volume III notes that the improvements as proposed "could have a serious impact on existing and future freight rail movements. Some existing shippers may divert shipments to transportation alternatives and some potential shippers may locate in other areas with more favorable transportation services." Also, "the additional operating time for existing P&W movements may cost that company significantly more in operating costs. In addition, restrictions of all new freight service to nighttime operations may...reduce the likelihood of their using rail freight service. This could have significant economic implications for the freight operators and the northeast region as a whole."

9 Although the DEIS notes that passenger trains get scheduling preference over freight trains on the Corridor pursuant to Federal law, the project as described appears to make no accommodation whatever for the existing, or future, freight operations. The DEIS assumption of nighttime freight service is offered as a realistic option but, in fact, for a number of reasons it is not. Nighttime service will cost more to provide (14% to 42% by P&W estimates), increase business costs to perform loading functions on second or third shifts, increase delivery times, increase safety risks and raise public objections to the added noise and disturbance of freight operations during nighttime hours.

10 In addition to the substantial drawbacks of nighttime operations, the existing daytime service on the Corridor cannot be accomplished within the operating windows projected by Amtrak to be available. P&W's analysis of their delivery schedules, existing customers and legal crew hour limitations shows that their freight movements will require sufficient extra time, even without unexpected contingencies or delays in the Amtrak schedule, to require a second crew shift for Corridor locals and the extension of delivery hours beyond the normal business day.

Both daytime and nighttime freight operations will also be impacted by the Corridor construction activities as sections of track are taken out of service and as rail-based construction equipment and supply cars operate on the track or are stored on sidings along the Corridor. The DEIS makes no mention of any provisions or mitigation measures to accommodate this extra equipment and track outages. What plans does Amtrak have to store such equipment during the three year construction time frame? Will new storage sidings be added? Will existing active industrial sidings be used which may further impact the delivery of freight? Given the length of the project construction time frame, this issue is a significant one which needs to be addressed in project planning and in the Final EIS.

Figures furnished by P&W show 9,012 carloads of freight delivered to businesses on the Corridor in Connecticut in 1993, based on projecting year-to-date totals, and 3,745 carloads in Rhode Island. Based on information submitted by Corridor businesses, substantial increases in rail freight volumes are anticipated in both states by the year 1997. FRA may wish to seek additional documentation from P&W on the basis for these projections, but Connecticut volumes are foreseen to increase to 17,000 carloads by 1997 and Rhode Island volumes to 5,084 carloads. Most of the Connecticut volume increases will come from Tilcon Tomasso's stone trains out of the East Wallingford and Branford quarries, a commodity for which rail is a much preferable mode to highway transport. As a general rule of thumb, each train carload can be converted to four truckloads of freight. Thus, existing freight volumes on the Corridor are equivalent to 36,000 truckloads in Connecticut and 15,000 truckloads in Rhode Island. If P&W is accurate in their assessment that NECIP as currently proposed threatens the financial viability of their future operations on the Corridor, then conceivably all of these Connecticut volumes and a large portion of the Rhode Island volume would end up on our state's roads, with the attendant emissions and congestion consequences. To the degree that P&W's assessment of future cargo volumes are accurate, either these additional volumes could also be shifted onto the highways or this economic activity would be lost. 11

The above discussion does not address present and future rail freight limitations occasioned by limitations on overhead clearances. The DEIS admits that the proposed action will make any future program to provide the clearances needed for modern railroad equipment more difficult and expensive, which will likely ensure that this area remains at a competitive disadvantage in this respect. The DEIS does say that existing clearances will, however, be preserved. DEP asks that this claim be reconciled with a P&W claim that vertical clearances along portions of the Corridor will be reduced to the minimum clearance available along the entire Corridor, thus resulting in current movements between New Haven and Davisville, RI which require 16' 10" overhead clearance being forced off the Corridor. 12

The foregoing impacts to rail freight transportation and their economic and environmental consequences loom as very significant. No discussion of their mitigation is contained in the (13) DEIS. Mitigative measures should be incorporated in project implementation to allow the passenger and freight operations to coexist, lest many of the anticipated project benefits be lost. The preservation of existing vertical clearances at all locations, the addition of adequate passing sidings to harbor freight trains on the Corridor while passenger trains transit, and some sensitivity for freight movements in arranging schedules are all reasonable steps that should be included in project design and implementation. These mitigation measures must be in place before NECIP construction and operation impacts result to avoid major disruptions to the service. We are aware that P&W has submitted a list of seven passing sidings they believe are necessary to provide for freight movements to coexist alongside the passenger service. DEP cannot comment on whether each or all of these sidings are necessary but their inclusion in the project should be assessed in the FEIS. The potential economic and environmental consequences to southeastern Connecticut and much of Rhode Island if efficient rail freight service is lost on the Corridor demand realistic and effective mitigation measures.

AIR QUALITY ISSUES

Overall, meaningful air quality benefits could be achieved via NECIP if the projections in the DEIS are borne out. This statement is subject to some modification based on the above-expressed concerns. (14) We cannot assess what residual air quality benefits, if any, would remain should all Corridor freight shipments be converted to truck transport. Information to make this assessment is not available in the DEIS. Unless the FEIS includes mitigative measures that make this modal shift unlikely, calculation of a net emissions benefit after factoring in freight movement diversion to trucks should be included in the FEIS.

(15) The DEIS does not address PM10, SO_2 or toxic emissions. At least a qualitative discussion of these should be included in the FEIS.

(16) On page 2 of Technical Study 10, please note that the Clean Air Act Amendments of 1990 do not require an oxygenated fuel program for the New Haven area. Therefore, vehicle emissions factors used in the analysis should not include the effects of oxygenated fuel.

(17) The text on page 10-15 indicates that the ratio of future to existing emission inventories was used to develop design year (2010) background CO levels from assumed existing levels. Additional information should be provided describing the emission inventories used and the resulting design year background values.

Both Tables 10.9 and 10.10 indicate maximum one-hour values less than the corresponding eight-hour values. This is also true

for Tables 3.10-7 and 3.10-8 in Appendix B of Volume I. This cannot occur. (18) Based on a review of Tables 10.17 and 10.18, it appears the error may be that tabled one-hour values for 1992 were inadvertently overwritten with modeled eight-hour values for the 2010 no-build case. If not, the modeling methodology should be carefully reviewed.

(19) The text on page 10-29 states that "between 1992 and 2010 ... VMTs in the NEC are projected to decrease by over 40 percent". Based on the context of the statement, it appears that the authors are actually referring to reductions in vehicle-related VOC emissions, not VMTs.

(20) Existing 1992 aircraft emissions in Tables 10.11-16 are not consistent with those in Tables 10.6-8.

(21) The text on page 10-39 does not indicate what traffic volume growths are assumed to occur between 1992 and 2010 in the vicinity of the Route 128 express station. Although the text refers to the incremental increase between the 2010 no-build and build cases, it is not clear whether traffic growth from 1992 through 2010 is included.

On page 10-40, the DEIS mentions several mitigation measures which could be used during the construction phase to minimize impacts on air quality. These include wetting or chemically treating exposed earth areas, covering trucks during transport, cleaning trucks and installing grating at access points to construction sites, routing trucks away from sensitive receptor locations, and traffic management to minimize congestion on nearby roadways. (22) It is important that these and other available mitigative measures are followed to minimize impacts during the construction phase of this project.

(23) The text states (page 10-45) that "the 2010 no-build scenario will have lower emission levels for all pollutants than the 1992 condition..." However, as indicated in Tables 10.13 and 10.14, NOx emissions between the existing and no-build 2010 scenario are projected to increase by 25% in the corridor due to large increases in emissions from aircraft and trains. This does not alter the finding that emissions for the build case will be less than for the no-build case.

COASTAL MANAGEMENT ISSUES

Required State Authorizations

(24) The list of required State approvals included in Vol. I, Table 5.6-1 is incorrect. As discussed in repeated verbal and written communications from the DEP Office of Long Island Sound Programs (OLISP) and the DEP Bureau of Water Management, Inland Water Resources Division (IWRD), to FRA, Amtrak and various consultants, this project is being reviewed as a direct federal

action. As such, it is subject to Water Quality Certification under Section 401 of the Federal Clean Water Act, which will be considered jointly by OLISP and IWRD, and to Coastal Management Consistency Concurrence under Section 307(c)(1) of the Coastal Zone Management Act of 1972, as amended. To receive consistency concurrence, consistency with the standards and policies of the Connecticut Coastal Management Act (CCMA), C.G.S. Sections 22a-90 through 22a-112, inclusive, must be demonstrated.

Alternatives Analysis - Routing

25 The DEIS states that all alternative routes were dropped from consideration due to cost, but failed to include a comparative analysis of those costs as justification for the elimination of alternatives. This justification should be presented in the FEIS. Because of the social, economic and environmental costs of electrification of the Shoreline route, we must be able to evaluate the feasibility of available alternative routes. This will be critical to the demonstration under the federal consistency and water quality certification processes that there are no alternatives to the proposed action.

Of particular interest in processing a Consistency Concurrence is the justification for selecting the Shoreline Route over a Boston-to-New York connection utilizing the Springfield Line and the Boston and Albany Mainline over which trains presently effect the Boston-New York connection in less than four hours, including stops. Given the straighter alignment of the Inland Route and its lack of moveable bridges, achievement of the project goals via this route appears feasible without involving many of the logistical and environmental difficulties of shoreline electrification. The DEIS does not address the subject of alternate routing; justification of the routing selection at some stage, preferably in the FEIS, will be necessary to determine Coastal Management Consistency Concurrence. Impacts to tidal wetlands, coastal waters and water dependent uses would be avoided with an Inland Route selection and ridership could conceivably be enhanced, based on the number of principal cities served.

Coastal Management Policies and Standards

The CCMA contains policies and standards for the protection of natural resources and the management of uses within the coastal area, and addresses adverse impacts which must be avoided or mitigated by development activities within that area. It is 26 OLISP's general observation that while the DEIS identifies locations of proposed activities, it does not contain plans in sufficient detail to verify described impacts, or the lack thereof, upon these resources, or to evaluate the effectiveness of proposed mitigation for such impacts. Therefore, our comments must remain generic until detailed plans are submitted upon which we can base a final consistency determination.

The proposed activities described in the DEIS include the construction of substations, switching stations and paralleling stations, as well the installation of catenary structures and the associated modification of the existing embankment and related roads and bridges. All activities have been reviewed preliminarily for consistency with the CCMA. Based upon the information provided, the following activities appear to be consistent:

Westbrook switching station, Old Saybrook
New London substation and underground feeder, New London

Coastal Resource Policies

The DEIS describes the potential affects of the proposed activities on coastal waters, embayments, tidal wetlands, freshwater wetlands and watercourses, shorelands, developed shorefront and coastal hazard areas. Issues of concern with regard to these resources are as follows:

<u>Tidal Wetlands/Freshwater Wetlands and Watercourses</u>

27 The scale and level of detail of maps in Vol. 2 of the DEIS are inadequate to verify the written descriptions of impacts on tidal and freshwater wetlands and watercourses. There are several instances where written descriptions indicate that there are no resources or resource impacts, while the maps show overlapping symbols for wetland resources and facilities. The proposed activities of concern are:

Leetes Island paralleling station, Guilford
Madison paralleling station, Madison
Grove Beach paralleling station, Westbrook
Millstone paralleling station, Waterford
Noank paralleling station, Noank, Groton
Stonington paralleling station, Stonington
Millstone Point Road bridge, Waterford

28 Due to this lack of specificity, it is not possible at this time to determine the resources which will actually be affected by the proposed activities. Consequently, OLISP will have to wait for the detailed application plans, which must accompany requests for water quality certification and coastal consistency concurrence to make substantive comments. To ensure consistency, FRA is advised to avoid locations of activities in or adjacent to tidal wetlands in its final design of facilities.

29 Of particular concern at this time, however, is the proposed construction of the Noank paralleling station. The tidal ditch, which is located between the railroad embankment and the parking lot in which the station would be constructed, is part of a tidal wetland restoration project funded by DEP and recently completed with great success. Any activities which would adversely affect the integrity or quality of that resource, or that of the up-

stream wetland to which it provides tidal access, would be inconsistent with the CCMA.

In preparing plans for this and other sites, wetlands must be accurately delineated. For purposes of water quality certification and coastal consistency concurrence, the definitions and delineation criteria contained in Section 22a-29 of the Tidal Wetlands Act and Section 22a-38 of the Inland Wetlands and Watercourses Act must be used to accurately delineate wetland boundaries in those areas where activities will occur in or near tidal or inland wetlands.

Regarding tidal wetlands, OLISP has available Tidal Wetland Maps at 1"-200' scale which may be used as a guide in locating tidal wetland areas. This information source is not referenced in the DEIS. These maps should be utilized to insure that all wetlands and wetland impacts are accurately identified. FRA should be aware, however, that DEP regulates activities in and affecting tidal wetlands of fact, as well as those that are mapped, and that field delineation is required in areas where boundaries are uncertain. (30)

The DEP Inland Water Resources Division (IWRD) has indicated, in comments provided later in this package, information which will be required in order to allow an evaluation of the consistency of proposed activities with Connecticut's Water Quality Standards pursuant to Section 401 of the Clean Water Act. As previously indicated, Section 401 Water Quality Certification will be issued, if approved, jointly by OLISP and IWRD.

In reviewing detailed site plans, OLISP will evaluate the following potential impacts resulting either directly or indirectly from project activities:

a) Restriction of tidal flushing in wetlands or watercourses resulting from the obstruction of existing culverts, bridge openings or other tidal conveyances, or from installation of new such structures. Any activity which may affect the flow of tidal waters must maintain the existing cross-sectional area of the existing waterway. Where replacement or modification of culverts or bridges is proposed, FRA will be required to evaluate existing tidal hydrology as it may be affected by those structures, and to increase the cross-sectional area of the tidal conveyance where appropriate.

b) Degradation of coastal waters resulting from new or increased stormwater runoff associated with structural facilities or embankment modifications. Degradation may include sedimentation from erosion of embankments or construction sites, chemical contamination from leaching of contaminated embankment substrate, and reduction of existing salinity levels through dilution by rainwater. Such activities will be subject to implementation of Best Management Practices as specified by the DEP Bureau of Water Management.

These particular impacts should be more effectively addressed in Table 4.12-1 of Vol. I, Evaluation Criteria for Impacts to Natural Resources. Specifically, the "measure" of the "alteration or destruction of wetland or resource area including dredge or fill" should include the quantification of any change in the salinity of water in the wetland, while the "significance threshold" of "stormwater runoff effects during and after construction" should include the dilution of coastal waters. (31)

Adverse impacts may also result from the potential incidental discharge into wetlands and watercourses, either on-site or during transport from the site, of embankment fill excavated in association with the installation of catenary poles, noise barriers and ballast mats, and with the depression of tracks at underpasses. The fact that such fill may be contaminated from historic use may have adverse impacts on water quality if those contaminants are allowed to leach into wetlands or watercourses during construction activities. (32)

Related to this concern, where ROW modifications are necessary to accommodate the installation of catenary structures, OLISP favors those alternatives which, on a site-specific basis, will have the least environmental impacts. Without seeing further detail, we agree that lowering the elevation of the track bed is likely to have fewer impacts on adjacent resources, e.g., wetlands, than would raising bridges since such bridge modifications would potentially involve approach road realignments and footprint expansion. However, there are still likely to be potential adverse environmental impacts resulting from the depression of the tracks, e.g., potential discharge of excavated fill and stormwater. Accordingly, even though such activities will be within the ROW, detailed site plans for such modifications, accompanied by descriptions of intended Best Management Practices and mitigation activities, will be required for review and approval prior to authorization. (33)

Coastal Hazard Areas

The following proposed facilities would be located in coastal flood hazard areas:

Leetes Island paralleling station, Guilford
New London substation, New London
Noank paralleling station, Groton
Stonington paralleling station, Stonington

While the DEIS indicates that these structures will be built to FEMA standards, OLISP would prefer that the facilities be relocated out of coastal flood hazard areas. The FEIS should address in more detail the potential flood impacts of these and other proposed activities. (34)

Air Resources and Air Quality

The CCMA requires that air resources and air quality not be degraded, and requires provision for the prevention and abatement of air pollution. The DEIS demonstrates that the proposed activities will reduce existing levels of emissions in the NEC and in Connecticut specifically. Accordingly, the proposed activities are consistent with the CCMA in this specific regard. Further comments regarding these issues are provided earlier in this comment package.

Coastal Use Policies

Coastal use policies pertinent to the proposed activities are as follows:

General Development

The CCMA states that general development or use of land and water resources of the coastal area must disrupt neither the natural environment nor sound economic growth. The proposed activities may have potential adverse impacts on Connecticut's economy from several aspects. The expected disruption of freight (35) service, including daytime delays and deferral of additional service to nighttime hours, would affect the productivity and viability of industrial and commercial enterprises along the NEC, as described in Vol. I, pages 5-33 and 5-34, and as cited by speakers at the public hearings in Old Saybrook and New London. Such disruptions could have potentially adverse impacts on existing and future local employment conditions as discussed earlier.

(36) Adverse economic impacts could also result from the effects on boat and ship traffic due to the required increased closures of all five moveable railroad bridges in Connecticut which will be necessary to accommodate increased rail traffic. This would impact recreational and commercial boat traffic in all of the affected waterways, commercial shipping activities in the Connecticut River, Thames River and Shaws Cove, and naval transit in the Thames River. Increased bridge closures will also significantly affect coastal access, as discussed below. These issues and impacts were not identified in the DEIS. The FEIS must address these impacts and their required mitigation.

Transportation

The CCMA requires that transportation needs within the coastal area be met primarily through rehabilitation, upgrading and improvement of existing transportation facilities. In this respect, the proposed electrification of the NEC is consistent with the CCMA.

The CCMA also requires, however, that improved shoreline rail corridors be designed and constructed so as (i) to prevent tidal and circulation restrictions and, when practicable, to eliminate any such existing restrictions, (ii) to improve or have a negligible adverse effect on coastal access and recreation and (iii) to enhance or not unreasonably impair the visual quality of the shoreline. The effects of tidal restrictions and the importance of preventing future, and eliminating past, such restrictions are discussed above. Similarly, the potential adverse impacts of the proposed activities on coastal recreation and access and visual quality are addressed below. The FEIS must evaluate these impacts in accordance OLISP's specific comments, and discuss appropriate mitigative measures.

Water Dependent Uses/Coastal Recreation and Access

The potential adverse economic impacts of additional moveable bridge closures on boat traffic were discussed above. Such a restriction of boat traffic would constitute an equally significant adverse impact on coastal recreation and access. Mitigation of these impacts must be addressed in the FEIS.

Construction of the proposed Noank paralleling station would result in the taking of a parking lot which serves a public beach. The parking lot will also service a nearby fishing platform which has been chosen for funding through the Long Island Sound License Plate Fund. The elimination of this lot is inconsistent with the intent of the CCMA, which gives highest priority and preference to water-dependent uses, and which defines adverse impacts on such uses as including the siting of a non-water-dependent use which would substantially reduce or inhibit existing public access to marine or tidal waters.

The DEIS indicates that a project cannot be approved if it involves the use of any publicly owned land currently used for a dedicated recreational purpose unless no prudent or feasible alternative is available and planning minimizes harm resulting from the project. However, no potential alternative locations for the Noank paralleling station are discussed. Alternative siting might also remove the station from the coastal flood hazard zone. A speaker at the New London public hearing suggested as an alternative location, an abandoned industrial site approximately one mile west of the parking lot. Relocation of (37) the Noank paralleling station, which the DEIS says will be investigated, is strongly recommended because of the number of environmental, land use and aesthetic problems that arise in connection with its proposed location.

According to the information provided, the paralleling station site is to be 120 feet (east/west) by 35 feet (north/south) (page A-10, Figure A-10 of Volume 1), and is to take up most of the parking lot. This conflicts with the approximate area of the parking lot which is roughly 150 feet (east/west) by 400 feet (north/south), or 60,000 sf. The docu-

ment indicates that paralleling stations take up a maximum area of 0.15 acres while the parking lot is roughly 1.4 acres. This discrepancy must be explained or corrected in the FEIS.

OLISP fully recognizes the necessity of improving pedestrian safety at existing illegal rail crossings both for present railroad operations and for future improvements, including the proposed electrification. However, the CCMA also requires that existing public access be maintained or enhanced. At those (38) locations where illegal rail crossings specifically provide access for recreational fishing or to shoreline areas including beaches, the FEIS must include an analysis of alternatives for maintenance of such access. An example of such an alternative is the pedestrian accessway constructed under the railroad bridge over the Niantic River. The FEIS should also evaluate the improvement of public access which has been restricted by past transportation infrastructure and related development, since this is a major objective of the CCMA.

Public access is also of concern with regard to the issue of at-grade crossings. OLISP recently commented on FRA's draft plan for elimination or modification of twelve at-grade crossings in Connecticut. Our comments indicated that the elimination of several, if not all, of those crossings would have significant adverse impacts on water dependent uses, public access and natural resources (e.g., impacts on wetlands created by mitigative measures). Consequently, those actions are not consistent with the CCMA and would not likely be approved as proposed.

It has been DEP's understanding that the at-grade crossing proposals are separate from the electrification project. However, we feel it is necessary to call FRA's attention to the apparent discrepancy within the DEIS regarding the relationship of these projects, and to request clarification in the FEIS. (39) Specifically, Vol. 1, Sec. 5.2.2.3 states that FRA is not directed under the Amtrak Authorization and Development Act to implement the plan to close at-grade crossings once that plan is completed, and that decisions to eliminate highway at-grade crossings are separate and distinct from the electrification project. However, Vol. 3, Section 8.4.4.1 states that closure of at-grade crossings would closely coincide with implementation of the electrification plan. While there may not be a direct procedural link between these projects, their objectives are clearly related in the eye of the public, i.e., expanded long-distance rail service at the potential expense of local interests. It is therefore imperative that the FEIS clarify any misperceptions regarding this issue.

At the same time, if closings are in fact proposed in conjunction with electrification, OLISP will review those proposals on the same basis upon which the preliminary comments were provided. We therefore strongly support the ongoing investigation, funded by FRA, of the use of quad gates to improve safety at at-grade crossings as an alternative to crossing elimination.

Cultural (Historical/Archaeological) Resources

The CCMA requires that reasonable mitigative measures be taken where development would adversely impact historical, archaeological or paleontological resources that have been designated by the State Historic Preservation Officer. The DEIS identifies historic and/or archaeological resources in all of the towns along the NEC within Connecticut. OLISP will therefore (40) consult with the State Historic Preservation Office in reviewing detailed application materials when submitted.

Agricultural Lands

(41) Similar to the previous discussion of wetlands and watercourses, the DEIS does not contain plans in sufficient detail to verify described impacts, or the lack thereof, upon agricultural lands within the coastal area. Specifically, the maps in Vol. 2 indicate overlapping symbols for agricultural lands and the following proposed facilities:

Branford Substation and aerial feeder, Branford
Old Lyme paralleling station, Old Lyme
Johnnycake Hill Road bridge, Old Lyme

OLISP will wait for the detailed application plans which must accompany requests for water quality certification and coastal consistency concurrence to make substantive comments regarding impacts of the project on agricultural lands.

Adverse Impacts

The CCMA requires that adverse impacts of the proposed activities upon the following resources, as identified in the DEIS, be evaluated and minimized, as appropriate: tidal wetlands, coastal flooding, coastal waters and circulation patterns, visual quality, water-dependency, water quality, and wildlife, finfish and shellfish habitat. Following are discussions of adverse impacts not previously discussed in relation to coastal resource and use policies:

Visual Quality

The CCMA requires that visual quality not be degraded through significant alteration of the natural features of vistas and view points. While any evaluation of visual impacts is to some degree subjective, the DEIS appears to be deficient in this (42) regard. The number of visually sensitive receptors (VSRs) appears much too conservative (only 39 individual sites along the densely populated Connecticut coast from which visual quality (43) will be affected to any degree.) Additionally, the DEIS fails to evaluate visual impacts on public land uses such as recreational facilities, e.g., Rocky Neck State Park, as well as the potential visual impacts of proposed noise barriers.

Water Quality

Water quality impacts associated with alterations of tidal flow and circulation, sedimentation and erosion are discussed above. In addition, the DEIS also repeatedly proposes chemically treating exposed earth during construction activities to reduce the generation of fugitive dust. We assume that calcium chloride (44) is the contemplated dust control agent, but if some other agent is proposed, the FEIS must identify it and discuss its toxicity and application rate. Of particular concern in this regard is the location of a sole source aquifer at the site of the State Line paralleling station in Stonington as well as impact to surface water. Mitigative measures consistent with DEP Best Management Practices for aquifer protection will be required for the use of any toxic materials at that site.

Finfish Habitat

The CCMA requires that finfish habitat not be degraded or destroyed through significant alteration of the composition, migration patterns, distribution, breeding or other population characteristics of the natural species or significant alterations of the natural components of the habitat. The DEP Fisheries Division has identified a number of fisheries related issues which are discussed on the following pages. The FEIS should (45) provide further analysis of these potential adverse impacts, as appropriate, and an evaluation of alternatives for mitigation of those impacts.

ELECTROMAGNETIC FIELDS

The DEIS measured electric and magnetic fields along existing electrified portions of the Northeast Corridor, taking measurements on the trains, on the platforms, at substations and along the tracks. In all cases, the magnetic field strengths, either as directly measured or as adjusted to reflect the lower levels of current to be carried in the proposed line relative to the NEC west of New Haven, were found to be 2-3 orders of magnitude lower than any current interim safety standards for field strength. Measurable fields drop off to levels below detection thresholds within 150 feet of the right-of-way.

Magnetic, as well as electric, fields which will result from the proposed electrification will certainly be lower than the existing fields on the Corridor west of New Haven where, not only are the catenary circuits carrying more current, but, de-pending on the location, one or two 115kV commercial transmission lines also run above the tracks. In the analysis of magnetic field strengths associated with the new 115kV transmission line from Norwalk to Bridgeport constructed over the northern half of the ROW, the fields arising from the electrified Amtrak and Metro-North service were not even considered to be sufficiently significant, relative to the transmission lines, to be included

in the field strength calculations in connection with the granting of a certificate for this line from the Connecticut Siting Council.

No grounds exist to deny the proposed project on the basis of anticipated electromagnetic field strengths arising from the action. It is also worth noting that most jurisdictions do not extend regulatory authority to lines below 69 kV. The proposed catenary system will operate at 25 kV.

FISHERIES IMPACTS

Most of the fisheries concerns arising from this project relate to the in-river burial of the cable at the five river crossings with moveable bridges. The DEIS contains very little (46) information on the construction-related impacts at these crossings on finfish and aquatic resources. For instance, text on page 11-72 refers to Table 4 in Appendix E which provides a list of fish species that occur in these rivers. No Table 4 is contained in Appendix E.

On page 11-72 of Volume III, the DEIS states that "wildlife and fisheries impacts associated with the cable crossings are generally dependent on final design plans as well as the timing of the project." This infers that the methods for cable burial have not yet been finalized. However, the U.S. Army Corps public notice for this project states that excavation will be completed by mechanical means, with spoils sidecast along the trench for reuse as backfill in the trench after cable installation. Because temporary habitat disturbance will be directly related to (47) the amount of excavation required for cable placement, the FEIS should provide information on the dimensions of the proposed trenches, the amount of material proposed to be dredged and backfilled at each site, and the expected duration of in-river work. DEP Fisheries would also like to know whether test borings have been taken to determine if dredging (without blasting) is feasible at all submarine crossings. Alternative methods of cable burial should also be considered in the FEIS.

In addition to disruption of benthic habitat, submarine cable installation will result in increased suspended sediment levels during trench excavation. This DEIS recognizes the potential impacts of suspended sediments on finfish, as well as the likelihood of seasonal restrictions on unconfined excavation to protect spawning and migration. Our final recommendations on seasonal restrictions will be based on the species of concern at each river crossing, the methods used to bury the cable, the amount and quality of material to be excavated, and the expected duration of instream crossings.

The DEIS does recognize the presence of shortnose sturgeon, a federal and state endangered species, in the Connecticut River, and states that "A determination of impacts associated with the cable crossing of the Connecticut River will be made by NMFS when

48 more complete plans are available." The evaluation should be coordinated with staff of the DEP Fisheries Division, as well as NMFS.

49 Impacts to other water crossings during catenary installation are also of concern to the Fisheries Division. The FEIS should include an assessment of any aquatic habitat or water quality impacts expected to result from catenary installation at water crossings and should also provide a description of any instream construction access methods that may be required.

50 Shoreline access for anglers is another point of concern. The presence of fencing to minimize pedestrian hazards will further restrict angler access to the shoreline. Therefore, the FEIS should investigate the feasibility of improving angler access at areas where safety is not an issue. For instance, anglers often fish and crab from the base of abutments which span tidal creeks and rivers; providing safe access to these areas would enhance angling opportunities. Staff of the DEP Fisheries Division (Linda Gunn and Rod MacLeod) will be available to work with Amtrak to determine sites where angler access could be improved along the project corridor. They can be reached at (203) 434-6043.

51 In a June 3, 1993 letter from Linda Gunn of DEP Fisheries to Jim Fougere of Smart Associates included in Appendix F of Volume I of the DEIS, a question was raised about the possible effect of electromagnetic fields on the behavior of finfish, particularly anadromous fish, which transit the locations of the proposed underground and overhead cable crossings. A number of fish species are known to be sensitive to weak electromagnetic fields and could potentially avoid crossing these areas or otherwise alter their behavior if they detect such fields. This issue may be difficult to address conclusively but we suggest several possible approaches. Measurements of electric and magnetic field strengths could be taken at other comparable riverine or estuarine crossings, perhaps west of New Haven. A literature search may turn up research or experience elsewhere on this topic. A discussion of the degree to which the fields of the opposite circuit phases of the buried cables will cancel each other out may answer this question for the five underwater crossings and perhaps, to a lesser extent, for the overhead ones. The limited discussion on page 11-72 of Volume III did not fully answer this question. Given the low voltage (25kV) of the catenary circuit, this concern would not be raised for the overhead crossings except that the conductors are at much lower elevations above the water than the commercial transmission lines which span the Connecticut River, New Haven Harbor or other locations. These commercial transmission lines may be a useful frame of reference, however, for a proportional field strength calculation considering their greater heights but also much greater currents. We know that these lines, such as the 345kV crossings at Scovill Rock, do not appear to negatively impact anadromous fish passage or shortnose sturgeon.

WATER RESOURCES ISSUES

52 In order for the DEP Inland Water Resources Management Division to review the rail electrification project for consistency with Connecticut's Water Quality Standards pursuant to Section 401 of the Clean Water Act, additional information will need to be provided. The necessary information, which we recognize must await further work, includes the following:

1. construction drawings which illustrate:
   - a) existing versus proposed contours (2' intervals),
   - b) the freshwater wetlands and watercourse boundaries field delineated in accordance with either the Federal or Connecticut methodology (specify which),
   - c) existing and proposed stormwater drainage collection systems and discharge structures located within or near the impact areas,
   - d) erosion and sedimentation controls with details,
   - e) the sequence of construction events,
   - f) proposed construction access roadways,
   - g) Best Management Practices,
   - h) dewatering plans as needed, and
   - i) any special mitigation practices for:
     - 1) State and Federal endangered and threatened species or CT species of special concern,
     - 2) State and Federal critical habitats, and
     - 3) State and National Historic or archaeologic sites.
2. a site by site project description which identifies the specific surface water resource impacts according to the following categories:
   - a) temporary impacts in square feet (also in tabular form)
   - b) permanent impacts in square feet (also in tabular form)
   - c) wetlands/watercourses classification of impacted areas
   - d) any mitigative actions taken to minimize surface water resource impacts
3. an environmental assessment of the existing freshwater resources versus post-construction conditions
4. an alternatives analysis for siting the paralleling, switching and substations which demonstrates that the proposed locations represent the least environmentally damaging, practicable alternatives
5. an analysis of alternatives for bridge impacts which demonstrates that the proposed design changes represent the least environmentally damaging, practicable alternatives
6. a description of any mitigation/compensation proposed to off-set impacts to surface water resources, including wetlands

Please feel free to contact Sally Snyder of the Inland Water Resources Management Division at (203) 566-7220 if you have any questions regarding the requested information.

WATER MANAGEMENT ISSUES

Review of this project for water quality and resource impacts will be largely dependent on specific project drawings for site specific elements rather than the overall project evaluation contained in the DEIS. Since the project is essentially confined to the existing Amtrak corridor, and does not involve any ongoing discharge to the State's waters, long term impacts should not exist. The Corridor improvements do have some potential for short term impacts in aquifer protection areas. The control measures proposed in the DEIS in this regard appear reasonable.

53 Spoils management, chiefly from the track undercutting, does not appear to have been considered adequately in the DEIS. This is a concern because of likely contamination of some of the underlying soil from a century of rail use. Sedimentation and erosion controls on a project of this scope become very important and, in DEP's experience, often do not get the attention they require during the construction operations. Based on our recent and extensive experience with the Mashantucket Pequots at Foxwoods in Ledyard, effective sedimentation and erosion control is greatly enhanced if an independent crew has responsibility for the placement and maintenance of the controls. When such crews have authority equal to the other construction functions, this system works very effectively and should be employed for the electrification.

There are several areas where the rail ROW is over or adjacent to aquifer protection areas or private wells. The elimination or reduction in the use of diesel-powered locomotives in these areas will have a positive effect in reducing one source of potential groundwater contamination. The principal threat to groundwater from this proposal is related to the construction activity. The approach in the DEIS is consistent with DEP's aquifer protection regulations, the essence of which is to confine storage areas and service activities to outside of sensitive aquifer zones. With adherence to this approach, the threat to groundwater resources from this project should be minimal.

GENERAL COMMENTARY

The following comments reflect points raised from a general reading of volume I of the DEIS which do not necessarily bear on any particular programmatic concern of this department. Most of these should be very easy to address in the FEIS; several are merely corrections.

54 On page 1-3, Grand Central Terminal is twice mis-referenced as Grand Central Station. The latter is a rather obscure subway stop on Long Island.

55 What degree of latitude exists in the 200' spacing for catenary support structures? This matter may be of some interest in addressing aesthetic concerns.

56 The New London substation and the Leetes Island, Noank and Stonington paralleling stations are sited within the 100-year flood boundary. What are the operational impacts to these facilities should they be flooded? How vulnerable to outages are they at various depths of flooding?

57 On a related matter, what fluids will be used in the various types of substations and in what volumes? Will any provisions for spill containment be incorporated in the design of the electrical facilities?

58 Please explain the reason behind the relocation of the 51 jobs transferred out of New Haven.

59 Noise from 13 of the 25 proposed electrical facilities may exceed the noise impact thresholds. What level of noise reduction is expected from the sound absorptive barrier wall and the fan silencers or quiet fans to be used at these locations? How many of the 13 facilities will still remain above the noise impact thresholds?

60 Shortfalls in year 2010 parking capacity at all express stations except New Haven are noted. These shortfalls could be a very serious constraint on the achievement of the anticipated levels of ridership. What plans does Amtrak have to address this issue so that the benefits cited in the DEIS can be achieved?

61 Has Amtrak or FRA performed a check of DEP files for spills or violations at the proposed substation sites which formerly supported industrial uses. If not, we can perform that service if supplied with the street addresses of these sites and any former users at the sites.

62 Ballast mats are cited as a mitigation strategy to reduce vibration levels where impact thresholds may be exceeded. How costly are these to employ? How effective are they projected to be here or have they been in other locations where they have been employed? Are there significant construction difficulties involved in their placement?

Thank you for the opportunity to review the DEIS and to submit these comments. Please contact Frederick Riese at (203)-566-2853 if you have any questions on any points in these comments or contact the specific persons listed in several of the individual resource sections.

CT 2-8

[RECEIVED] 1/25/94

RECEIVED AFTER DUE DATE

Noank Zoning Commission
Noank Fire District
Fire House/ Ward Avenue
Noank, CT 06340
January 20, 1994

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volte National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Sir,

1

The Noank Zoning Commission at their meeting held on December 8, 1993 voted to instruct me as chairman to write to you expressing our concerns regarding the possible impact of the proposed Amtrak electrification of rail lines between New Haven and Boston

The Amtrak rails go right through the heart of Noank and there is concern regarding increased noise, unknown health hazards from electromagnetic fields and the negative impact on wildlife and the environment

We trust you will take these concerns into consideration as you consider the Amtrak proposals

Sincerely,

Donald S. Farrington

Donald S. Farrington,
Chairman

DSF:mc

CT 2-9

STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION

1/14/94

January 11, 1994

Mr. Glenn Goulet
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142-1093

Re: Air Quality Technical Appendix
Northeast Corridor Electrification Project
Amendments to Comments on DEIS

Dear Mr. Goulet:

1

Mr. James Duncan of DMJM/Harris forwarded a copy of the Air Quality Technical Appendix for the Northeast Corridor DEIS to this department for our review and comment. Staff of our Air Management Bureau have reviewed this material to determine if it would have any impact on the points raised in the previous comments submitted on the DEIS.

Two points raised in our comments of December 23, 1993 were answered by the material in the Technical Appendix. Detailed model inputs in the appendix indicate that oxygenated fuels were not included in the determination of vehicle emissions factors. This specification is appropriate because no oxygenated fuels are required for the New Haven area or southeastern Connecticut. Therefore, the comment in the third paragraph under Air Quality Issues on page 4 of our December 23rd comments no longer applies.

Similarly, the appendix includes listings of traffic volumes for the base, build, and no-build scenarios at the Route 128 express station. From these listings, it is apparent that traffic growth from 1992 through 2010 was accounted for in the analysis. This information addresses the point made in the third paragraph of page 5 of our previous comments.

Thank you for providing us with this additional information.

Respectfully yours,

Frederick L. Riese

Frederick L. Riese
Senior Environmental Analyst

CT3-1

FORTUNE PLASTICS INC.

November 15, 1993

RECEIVED gom 11/23

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I am writing to you on behalf of Fortune Plastics, Inc., which is located in Old Saybrook, CT and employs 140 individuals. We are manufacturers of plastic packaging materials and rely on freight rail service to receive our polyethylene raw material, an absolute economic necessity to keep us competitive in this commodity business.

1 As a freight rail user, Fortune Plastics is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. We are also aware that the NECIP as currently designed will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. Fortune Plastics finds some aspects of this draft disturbing.
2 First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems, rather than the concrete problems they are. We believe that the study must make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail service and the customers it serves.

3 Second, as a result of the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include

P.O. Box 637 • Williams Lane • Old Saybrook, CT 06475 • TEL: (203) 388-3426 • FAX: (203) 388-9930

such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting the findings, and thus is not binding. We are aware that the drafts of this Master Plan presented to date do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accomodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Fortune Plastics and the State. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

FORTUNE PLASTICS, INC.

John P. Duhig
President

CT 3-2

TILCON

TILCON CONNECTICUT INC.
P.O. Box 67 • North Branford, CT 06471-0067 • 203 484-2881 • Fax 203 484-4935

ALBERT F. PAOLINI
President
Chief Executive Officer

RECEIVED
11/23

November 16, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I am writing to you on behalf of Tilcon Connecticut Inc., the largest road construction industry employer in the State of Connecticut. In addition, Tilcon is the largest producer of crushed stone in New England and the largest rail shipper in the region moving an average of two million tons of stone per year. Our Company relies on freight rail service both to ship and receive goods.

(1) As a freight rail user, Tilcon Connecticut is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. We are also aware that the NECIP as currently designed will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

(2) Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. Tilcon Connecticut finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems, rather than the concrete problems they are. We believe that the study must make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail service and the customers it serves.

(3) Second, as a result of the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and thus is not binding. We are aware that the drafts of this Master Plan presented to date do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Tilcon Connecticut and the State. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Albert F. Paolini
President

AFP/ma

Connecticut Fund for the Environment

RECEIVED 12/1/93

November 30, 1993

BY FACSIMILE

Mr. Glenn Goulet, DTS-72
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

1 I am writing to request a 90-day extension of the comment period for the Draft Environmental Impact Statement (DEIS) on the New York-Boston rail electrification project.

Connecticut Fund for the Environment (CFE) is a non-profit advocacy organization dedicated to protecting public health and the environment on behalf of its 3,000 members statewide. For the past two years CFE has made a substantial commitment to transportation policy. Through legal advocacy and public outreach, CFE urges implementation of the Intermodal Surface Transportation Efficiency Act and the 1990 Clean Air Act Amendments in a manner that will reduce the environmental impacts of the region's reliance on the automobile.

Although the rail electrification project is of potential interest to CFE in many respects, we were unaware of the release of the DEIS until the comment period had partially expired, and therefore have not had the opportunity to fully explore the need for comment. Given the substantial public interest in the project (I understand you have received at least two other requests for extension), I urge you to extend the comment period for 90 days.

Thank you for your consideration of this request.

Sincerely yours,

Donald S. Strait

Donald S. Strait
Executive Director

cc: Peter Montague
DSS/hs

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General Counsel

Peter B. Cooper, Esq.

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RECEIVED 11/22/93

November 22, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA. 02142

Dear Mr. Goulet,

Enclosed please find my comments regarding the Northeast Corridor Improvement Project Electrification Draft Enviromental Impact Statement.

1 Being an owner of one of Connecticut's largest marinas, the proposed electrification would virtually eliminate all marine traffic accessing the Sound from the Niantic River. As proposed, passenger train traffic would now reach up to 60 trains per day. That equates to one train every 18 1/2 minutes. My concern of course is when would the train bridge be open to allow marine traffic?

Current scheduling has trains passing 20 times a day. Even the current schedule has been a problem for Amtrak officials. Over the last two years, the Niantic River Bridge operator(s) has been fined or warned repeatedly for denying timely access through the bridge. By levying the warnings, Amtrak has admitted that there was a problem and they were at fault. Imagine what the fine schedules will be when train traffic goes from 20 a day to the proposed level of 60.

The Niantic River has approximately 700 approved slips and moorings that require passage through the Niantic River Bridge. There are hundreds of homes in Waterford and Niantic purchased for the sole reason of having access to the Sound via the Niantic River Bridge. The prices they paid for those homes reflect how important that access is. Bank mortgages have been approved on homes and businesses based on the fact that they have access to the Sound through the bridge.

The largest recreational charter fleet in Connecticut departs through the Niantic River Bridge. One of the most active salt water launches in the state is required to pass through the bridge. All Waterford and East Lyme fire and rescue boats must pass through the Niantic River Bridge.

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Hundreds of businesses in Waterford and East Lyme have invested millions of dollars based on the fact that a large per cent of their customers are in the area because they have convenient access to the Sound.

With the defense industry losing strength in Connecticut, our most valuable alternative is recreation and tourism. Based on the success seen at the Casino and Mystic Seaport, this alternative is not hypothetical but fact!

Based on current property tax assesments, our coastline is the most valuable asset Connecticut has. Please do not destroy this asset by eliminating access to the Long Island Sound and some of the best recreational and fishing waters in the world!

I would like to thank you for your time and if you have any questions, please feel free to call me anytime. I would also like to invite you to visit our facility and I would gladly take you on a tour of the immediate area to show you how much of an impact your decision will have to our area.

Sincerely,

Brian P. Olson
President

cc:
Sen. Melodie Peters
Rep. Gary Orefice
Rep. Sam Gejdenson
Sen. Joseph Lieberman
Sen. Christopher Dodd
Sel. David Cini

133 E. Main Street • Niantic, CT 06357

CT3-5

Connecticut Marine Trades Association, Inc.

20 PLAINS ROAD • ESSEX, CONNECTICUT 06426 • (203) 767 2645

November 30, 1993

RECEIVED 3

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

Enclosed please find comments from the Connecticut Marine Trades Association regarding the Northeast Corridor Improvement Project Electrification Draft EIS.

The CMTA represents over 325 businesses that rely on the marine trades for at least 50% of their livelihood. The foundation block for the industry is our boatyards and marinas. According to data released by the State of Connecticut, Department of Agriculture, Aquaculture Division, there are approximately 31,450 slips and moorings along the Connecticut coast and the Thames and Connecticut rivers. With the vast majority of these boatyard's and marina's slips and moorings inland of the AMTRAK tracks, these businesses are dependent on the railroad drawbridges and the ability of the boats passing through the bridges to get to open water.

The current policy has these bridges "open on demand" whenever a train is not "in the blocks" which necessitates the bridge being closed. Current scheduling has 20 trains passing during peak boating hours. Even with this amount there are documented problems of unnecessary bridge closings that AMTRAK has admitted are their responsibility. With the proposed increase to over 50 trains a day, or one every 18-20 minutes, the access to our boatyards, marinas and yacht clubs could easily become a moot point. (1)

It appears that there has been extremely sparse research and study done to determine the economic impact of the Electrification proposal on the coastal marine trades of Connecticut. For example, the Connecticut and Thames rivers have substantial commercial traffic with the majority of Hartford's oil supply and coal for the power plants arriving by barge. In the summer over 200 boats *per hour* pass under the Baldwin bridge in Old Saybrook/Old Lyme. Transient traffic that occurs with Connecticut boats going to Long Island, NY and the subsequent Long Island boats sailing to Connecticut ports would be negatively affected by lack of access to Connecticut moorings and slips Compound those dollars spent at the marinas with the restaurant, shopping and other money that will be spent elsewhere and it appears there is cause for major concern.

The town of Niantic is totally dependent on summer boating traffic and its property tax assessments on homes and businesses are based on use and access to Long Island Sound. Other businesses that will be affected include the submarine base in Groton, submarines pass under the *open* railroad bridge. Proposals to dredge the Thames river to allow increased traffic and a home berth for the Coast Guard's boats, including the Eagle, will be negatively impacted by the AMTRAK proposal (2)

The boat passenger's access to the casino in Ledyard and to all the Mystic basin attractions, including Mystic Seaport, will cause a severe economic impact on a section of Connecticut very dependent on its nautical accessibility. There are even cases where a marina will become inaccessible, Walker's Marine in Stonington being such an example.

The economic impact on the marine trades industry of Connecticut by the AMTRAK proposal would come at a time when recovery of the industry is slowly occurring. Loss of access to moorings and slips would be devastating and for some this would be the final step in going out of business. It is readily apparent that the concerns of the Connecticut marine industry have to be addressed. The Connecticut Marine Trades Association stands ready to meet with you and other Federal officials to discuss our concerns.

The CMTA must oppose the Northeast Corridor Improvement Project in its present format. The impact on its membership would be devastating and the resulting impact upon Connecticut's fragile economy would be the same.

Sincerely,

R.A.F.

Peter A. Foote
Executive Director

CT3-6

CT-3-6

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: To Whom It May Concern:

Seaport Marine Inc. is a corporation in Connecticut formed in 1959 Our Corporation is in the business of conducting a yacht yard, building boats to 65'; major repairs; storage; brokerage; slip rentals.

We are located just north of Mystic Railroad Bridge,-Star. side of Mystic River. This original yard was started after World War I, under the name of Franklin Post Inc. We have approximately 85 slips accommodating boats from 100' down and attimes the railroad bridge causes problems to enter or leave Mystic. At the present time the boating industry is having difficult times, and slip rentals are definitely off, and very competitive pricing. My point is to have another burden put upon us by not having at least the openingswe now have, it certainly would mean a drop in slip rentals and a big loss in repair work. We pride ourself in being north of the Rail Road Bridge and the closest boat yard to the town of Mystic. Thank you for your time in reviewing this note.

(1)

We are against the electrification of Am Track in this area, because of the above reasons.

SINCERELY YOURS,

MALCOLM J. ROBERTSON
President

CT 3-7

Fort Rachel Marine Service Inc.

44 Water Street,
Mystic, Connecticut 06355
(203) 536-6647

RECEIVED

Mr. Glenn Goulet, DTS-72
U.S. Department of Transportation, RSPA
Volpe National Transportation System Center
55 Broadway & Kendall Street
CAMBRIDGE, MA 02142-1093

December 3, 1993

Dear Mr. Goulet:

After having read and studied the draft report for the electrification of the AMTRAK rail line between New Haven and Boston, I must object to this project, in its entirety, for the following reasons:

(1) 1 The draft report fails to adequately address the adverse impact that this project will have on marine related businesses. The anticipated frequency, one train every 18 minutes, will effectively close the Mystic, Thames and Connecticut Rivers to all recreational and commercial traffic between the hours of 6.00 AM and 8.00 PM. Marinas located north of the rail road will be forced out of business if the recreational boater is denied access to Long Island Sound.

(2) 2. The report fails to adequately address the effects of Electro-Magnetic Fields [EMF's] on the coastal population. Noting that the study addresses EMF's at a 12.5 KV rating, the proposed voltage of 25 KV will be within 70 feet of my house and marina.

(3) 3. The project is flawed in that it seeks to solve a 21st century transportation need using 19th century technology. It is doubtful that there is a passenger demand of 15,000 people per day commuting between New York and Boston.

In a time of severe budgetary constraints, this project should be re-evaluated to select proper passenger loads, time saved and mechanical system (train) that meets the needs of the transportation system and the environment, specifically utilizing turbine/electric trains

Sincerely,

Douglas J. Hersant

CT 3-8

MADISON RACQUET CLUB
36 Scotland Road

RECEIVED

Mr. Glenn Goulet
USDOT/RSPA
Volpe Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

December 1, 1993

Dear Mr. Goulet:

We have read with interest the Draft Environmental Impact Statement/Report for the Northeast Corridor Electrification Project. We are the owners of the Madison Racquet Club and the property on which the club is placed. Our recreational facility is located adjacent to the railroad tracks between miles 93-4 with a town right of way (Scotland Road) between the railroad and our property. We have three outdoor paddle tennis courts which are within 100-150 feet of the tracks. The edge of the property is within 75 feet of the tracks. There are four tennis courts which are further away from the tracks.

As a sensitive receptor, we have two major concerns with the Northeast Corridor electrification project. The first is public safety. We have approximately 400 people using our facility on a regular basis. We have approximately 200 juniors a year in our junior program who range in age from 6 to 18. There is no physical barrier between our property and the tracks.

The Draft Environmental Impact Statement/Report says on page 8 - 12, "Additional areas that should be fenced include areas adjacent to school yards, playgrounds, and other recreational areas." We do not see any provision in the report for fencing or other safety barriers adjacent to our property. We note in Table 8.7 that along Railroad Avenue, which is a continuation of Scotland Road past the closest intersection to the club, there is a recommendation for 1200 feet of fencing. Although we do not dispute the need for this fencing, we question why it would not be continued past a recreational area where there are greater numbers of people present.

Our second major concern is the impact of greater frequency of trains which would cause more frequent disruption of activity at the club. Each time a train comes by play is usually stopped on the paddle tennis courts due to the noise as one cannot hear the calls or the score on the other side of the net. With an addition of about 50% more trains we would have to stop play more frequently. This would be extremely detrimental to our business and cause great inconvenience to our members.

P.O. Box 456 • Madison, Connecticut 06443 • Phone. 203 245 9444

MADISON RACQUET CLUB
36 Scotland Road

Any other current or contemplated outdoor activities within the same distance to the tracks are or would be similarly affected. The methodology of the draft environmental statement/report does not address the issue of disruption of activities on noise-impacted properties.

(1) Given these two concerns - public safety and disruption of activities at the club - we feel a solid noise barrier which would serve to satisfy both concerns is necessary. Anything less than this would adversely and significantly impact our membership, property, and business.

Thank you for your consideration of our comments.

Very truly yours,

Robert H. Dunlop III
Maxine T. Dunlop

Robert H. Dunlop III, President
Maxine T. Dunlop, Secretary

P.O. Box 456 • Madison, Connecticut 06443 • Phone: 203 245 9444

CT3-9

LAW OFFICES
O'Brien Shafner Stuart Kelly & Morris
PROFESSIONAL CORPORATION

John C. O'Brien
Matthew Shafner
Peter F. Stuart
Carolyn P. Kelly
Granville R. Morris
Frank N. Eppinger
Mark E. Block
Raymond T. Trebisacci [1]
Mark W. Oberlatz
Lloyd L. Langhammer
Susan B. Pochal [1]
Nathan J. Shafner
Richard J. Pascal
Daniel R. Cunningham
Amy M. Stone [4]
Eric M. Janney
Stephen M. Reck [1,3,4]
Of Counsel
Steven H. Schafer [1]

Also Admitted in: [1]RI, [2]D.C., [3]MA, [4]PA, [5]NY, [6]NJ

Mark E. Block, Resident Principal, Norwich Office

Respond to:
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P.O. Drawer 929
Groton, CT 06340
Tel. 203-445-2463
Fax 203-445-4539

2 Courthouse Square
P.O. Box 310
Norwich, CT 06360
Tel. 203-889-3855
Fax 203-886-6352

FILE NO. ELI095:1 elihu.ltr

December 2, 1993

RECEIVED 12-6-93

Mr. Glen Goulet, DTS
USDOT/RSPA
Volpe National Transportation Systems Center
DTS-72
55 Broadway
Kendall Square
Cambridge, MA 02142-1093

Re: Northeast Corridor Improvement Project Electrification
Draft EIS

Dear Mr. Goulet:

(1) I am writing on behalf of the Trustees of Elihu Island in connection with the proposed closing of Freeman's Crossing in Stonington, Connecticut. I have reviewed the draft Environmental Impact Statement, and I am extremely disappointed at the lack of attention paid to the proposed elimination of grade crossings as detailed in the draft report "Plan for Elimination of Highway At-Grade Crossings."

The recommendation to construct large expensive bridges and the outright elimination of access to waterfront property including Freeman's Crossing would have a enormous adverse impact on the quality of life and natural resources of Southeastern Connecticut.

After the outrage created by the promulgation of the "Plan for Elimination of Highway At-Grade Crossings", the residents of Stonington had looked to the forthcoming draft Environmental Impact Statement to strongly support the proposition that alternative measures to protect the crossings would greatly alleviate negative environmental impact. Consequently, the failure of the Draft EIS to deal with these issues was a great letdown. It is my contention that this failure to address these issues constitutes a legal insufficiency in the EIS and must be corrected before the final report is issued.

LAW OFFICES
O'Brien Shafner Stuart Kelly & Morris
PROFESSIONAL CORPORATION

FILE NO.

Mr. Glen Goulet, DTS
December 2, 1993
Page -2-

As an example, Connecticut General Statutes (see attached memorandum) provide that "policies concerning development, facilities and uses within the coastal boundary are: --- F (to require that new or improved shoreline rail corridors be designed and constructed so as (i) to prevent tidal and circulation restrictions and, when practicable, to eliminate any such restrictions; (ii) to improve or have a negligible adverse effect on coastal access and recreation." The draft EIS does not even pay lip service to the fact that the draft crossing report rides roughshod over Connecticut coastal policies.

For your information, I am enclosing a copy of the Memorandum we have prepared on behalf of the Trustees of Elihu Island Trust which contains numerous examples of adverse environmental impact. I am also enclosing an article concerning steps taken by the Swedish State Railway to protect its crossings. The use of gating systems and warning devices appears to be quite effective. I would hope that the final EIS comes down strongly on the side of improved gating systems as an alternative to the extreme measures that are suggested by the draft crossing report.

Very truly yours,

John C. O'Brien

JCO:cdf
Encl.

CT3-10

Northeast Utilities System

107 Selden Street, Berlin, CT 06037

Northeast Utilities Service Company
P.O. Box 270
Hartford, CT 06141-0270
(203) 665-5000

December 3, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Ma. 02142-1093

Dear Mr. Goutlet;

1 Under the proposed Northeast Corridor Improvement Plan, Northeast Utilities would be the supplier of approximately half the electricity for powering the trains between New Haven and Boston. We have reviewed the Draft Environmental Impact Statement/Report, both Volume 1 and Volume 3 Technical Study 6, and do not agree with the methodology or assumptions used to determine the "Fuel Usage to Supply Electricity" section on page 6-11 and the resulting emission levels projected for the Electrification Alternative. Because much of the benefit derived from the project is in the form of improvements to air quality, we feel that using a methodology that reflects the characteristics of the power plants actually to be utilized would more accurately reflect the effects of the project on the region.

Please reconsider the methodology, based on the attached information, before issuing your final report. Don't hesitate to call me if you have any questions or need additional information.

Sincerely,

William M. Leahy
Manager
Customer Engineering and Marketing Services

Attachments

083422 REV 1/94

Issue 1: *" One of the critical questions is.....whether a new peak created by Amtrak is in itself sufficient to create a need for a new generating station...."* (page 6-7)

Response: Our data shows the 15 minute peak created by the Amtrak load within our territory to be created by 7 train sets of between 5 & 8 mw each or 48 mw total, (*not 95 mw as represented on page 6 - 10*) which is a load easily met by existing generation in 1997, when the new load is projected to come on line. Our system will have adequate capacity to meet all projected growth including Amtrak to **"at least 2005"**. Therefore the project will, in no way cause the need for new capacity.

Issue 2: *" Thus, for the most part, it is not possible to say that a particular power plant is meeting a specific demand..... Then it would be necessary only to allocate a position of that planned new capacity to the project."* (page 6-8)

Response: **Capacity** and **Fuel Use** are two separate issues and must be looked at separately. Capacity or demand would be used to determine if an additional or marginal power plants is needed to meet our system peak requirements, as explained above. Fuel use for generating electricity for this project occurs 365 days a year and roughly 20 hours per day. The plants to provide these kwh are powered by a number of different fuels and only a daily model can be used to determine the actual makeup or which fuel is being used at the margin.

Issue 3: Fuel Usage to Supply Electricity
"Total projected capacity in 2007 falls somewhat short of the total projected demand." (page 6-12) *" ....thus the way this demand would likely be met is by incremental use of a number of existing and or planned generating facilities." (page 6-14) The vast majority of new capacity is fueled by natural gas, with one small hydroelectric project included."* (page 6-15) *"NEPOOL does not prepare marginal fuel analysis. Therefore, on the basis of NYSEO analysis.....50% oil and 50% natural gas."* (page 6-16)

Response: The methodology used in the EIS does not utilize the **1993 NEPOOL Generation Emissions Analysis** (attached) which does give a clear indication of the fuel mix estimated for future years. Because the energy consumed is not just on the peak day but spread over **7300 hours of the year** this data would more truly reflect the environmental impact of this load. Also, future additions of capacity by Northeast Utilities are not easily projected in light of the changing nature of the electric utility industry. For example, you estimates don't reflect that coal and not oil and gas is most often used on the margin by NU. Also that NU has long term contracts for peak load energy with Hydro Quebec, which would not add at all to the regions emissions. In addition, technology such as fuel cells, with far fewer emissions then traditional power plants, may in fact be our marginal units in the future. Also, there is greater interest being taken in biomass units and renewable fuel plants. The regional energy policy in New England, since the early 1970, has been to reduce our dependence on oil and fossil fuels, so the likely hood of the marginal load being met by 50% oil is questionable.

Rather then use the assumptions reflected in the EIS, we feel that the slice of system approach would be more appropriate. This approach give credit for the efforts to reduce the regions dependence on foreign and provide power which produces far less emissions and adverse effects on the environment. There is no reason to believe that these policies will not continue into the future.
If this approach were to be used the results would show a considerable reduction in emissions, consistent to the efforts being made to comply with both federal and local environmental policies. For example, in the 1993 NEPOOL Generation Emissions Analysis, the projection for the year 2000 is as follows:

Fuel	GWHS	percent	
Nuclear	41,736	33.3%	
Hydro	5,647	4.5%	45.5%
Import (Hydro)	9,710	7.7%	
Other (Bio,Wood, Refuse)	7,765	6.2%	
Gas	24,751	19.7%	
Oil	15,776	12.6%	
Coal	20,028	16 %	
	125,414	100%	

CT 3-11

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RECEIVED 12-6-93

November 30, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Sirs:

I am a life long resident of Mystic, CT and also am a local business owner who relies upon the shoreline businesses, residents and tourists to sustain my business.

I am against the proposed Amtrak electrification project for the following reasons:

(1) 1. Possible effects of electromagnetic radiation.

(2) 2. Reduced boating and commercial commerce which brings in total revenue of $1.25 billion and $836 million is from boating. This will happen because of the increased number of trains that will keep waterway bridges closed more. We do not need anymore industry leaving the state, we have struggled long enough. See article.

(3) 3. The affect on wet lands because of a blatant lack of maintenance that Amtrak has provided by not cleaning out tidal areas and water pipes that have filled with silt from 25 years of neglect. As David Carol of Amtrak said on 11/18/93 in New London, "Theoretically it is Amtrak responsibility and it has not been done in 25 years."

4. Coves such as Quambaug, Bebe, Williams, Wequetequock, Lamberts, etc. that have been chocked off by the tracks. These areas continue to fill in because they are not able to receive the tidal flushing necessary to relieve the silt problem. The state of CT is currently replacing Williams cove car bridge and has increased it by 10 feet to allow for tidal flushing.

(4) 5. Wild life in the salt Marsh. Many forms of wildlife that live there will be affected and disturbed. See article. Everyone is trying to rejuvenate the wet lands and Amtrak will scare all these irreplaceable bird life.

(5) 6. Housing values will depreciate because of tack noise, sub station noise, electromagnetic radiation.

I feel that people do not just want high speed, they want punctual trains, clean rest rooms, conductors with a smile and better attitude, and good food and entertainment and most of all a seat !!!

I am against the electrification project because the shore is the life line of our area and it seems that no one at Amtrak cares about our local economy except that they want to get from city to city at the expense of everyone in our area.

Sincerely,

Jonathan Duncklee, VP
Enclosures

72 Williams Avenue • Mystic, CT 06355 • (203) 535-2552 • Fax 536-1989

CT3-12

RECEIVED 12-6-93

NOANK HISTORICAL SOCIETY, INC.

Latham/Chester Store Museum
108 Main Street

Museum
17 Sylvan Street

P.O. Box 9454 • Noank, Connecticut 06340

November 30, 1993

re: Amtrack speed train
between Boston and New York

Mr. Glenn Goulet DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

On behalf of the Noank Historical Society I urge you to stop designing an electrified railroad system over the existing shoreline route between Boston and New Haven. Also, we ask that the period for public comment be extended until February 1, 1994.

The foremost need for this area is making the present train service reliable, clean and affordable. For those of us living northeast of New Haven the fare is so expensive that, if two people are planning to go to New York, it is cheaper and more comfortable to drive the car, even considering the exorbitant parking fees in New York City. If the government subsidizes automotive travel by removing the tolls, it ought also to subsidize railroad travel in order to attract passengers.

Along with reducing the fare, adding more frequent trains serving this area will increase ridership. Years ago the New London train schedule permitted a round trip to New York in a single day, with plenty of time to conduct business or enjoy the City. Now the inconvenient train schedules make such trips impossible.

Making the trains clean, punctual inexpensive is more important for the general public than embarking on this massive and expensive project merely to transport select members of the population between Boston and New York in 30 minutes less time. Saving that half hour is not worth the staggering cost in dollars (1) and in environmental damage, which this project necessarily will entail.

Those of us not on the express stops will be left to cope with the same inadequate service, while putting up with the (2) disfigurement of our countryside. We will receive absolutely no benefit from this misuse of our money.

For over 100 years southeastern Connecticut's coastal area has attracted tourists, boaters, artists, historians and writers because the views are natural, lovely, and free from the visual pollution associated with the railroad yards and facilities in the big cities. The overhead electrical wires cantilever from pairs of (3) poles at a maximum distance apart of 175 feet, no matter how skillfully designed, will be an endless eyesore through the countryside. Historic districts, civic groups and local (4) governments all encourage putting wires underground for safety during the frequent high wind storms, as well as for community attractiveness. Now a Government agency is pushing and funding exactly the opposite goal.

No one can accurately assess the damage to the hundreds of coastal inlets, coves and rivers that is certain to occur as bridges are remade, new overpasses constructed electrical maintenance areas built. Judging from the damage to fish spawning which have resulted from past railroad construction, we know that (5) the effect on the already deteriorating coastal environment will be substantial. The engineers, asked by Congress to design a system to get passengers between New York and Boston in just three hours, have not concerned themselves with the environment, the wishes of the citizenry, nor the reasonableness of the project.

In this era of enormous US debt and irresponsible budget deficits, with some economists predicting that the USA will be bankrupt in 7 years, Congress cannot justify spending unknown billions of dollars on a train system that produces so little benefit and directly causes so much damage.

This is the time to vote NO on this high speed electrified train. We must be fiscally disciplined, make do with what we have. Reduce its cost, run it on time, clean it up and take pride in saving billions of dollars.

Thank you.

Very truly yours,

Mary C. Anderson

Mary C. Anderson
President

c.c. Senators Dodd and Lieberman
Representative Gejdenson

CT3-13

RECEIVED

MARINPRO ADVERTISING & MARKETING SERVICES FOR MARINE RESOURCES

203 NORTH MAIN STREET, STONINGTON, CT 06378 USA • 203-535-4102 • FAX 203-535-0830

Mr. Glenn Goulet
US DOT / RSPA / VNTSC, DTS-77
55 Broadway, Kendall Square
Cambridge, MA 02142

December 2, 1993

Dear Mr. Goulet:

1 As a Governor's appointee to the Long Island Sound Advisory Council and a member of the Public Education Subcommittee, I strongly request that the review period for the Amtrak Electrification Project Environmental Impact Statement be extended for 90 days to allow adequate public comment. As you are aware, the EIS has not been properly reviewed by those impacted most by the AEP— the property owners and municipal governments whose daily existence is affected by Amtrak.

It is extremely important that the EIS be publicly reviewed for commentary. Not to allow adequate time for this process could result in an exceedingly negative public reaction that would reflect poorly on both Amtrak and DOT. A 90-day extension of the review period and an efficient method of making the EIS available to the public will help avoid this.

I would also like to request that copies of the EIS be made available to the LIS Advisory Councils. As you know, the Councils are mandated by the Connecticut Legislature to study and advise upon matters that affect Long Island Sound. Copies may be sent to:

Susan McNamara
Long Island Sound Councils Program
c/o Long Island Sound Foundation
PO Box 494
Old Saybrook, CT 06475

Thank you for your time in reviewing these comments.

Sincerely,

Thomas F. Mitchell

cc: Susan McNamara
Rep. Robert Simmons

CT3-14

SAY NO

Citizens Against the Amtrak Electrification Project

Jason C. Becker, President
Tel. (203) 535-4261

December 2, 1993

RECEIVED 12-6-93

Mr. Glenn Goulet, DTS 72
US DOT/RSPA
Volpe National Transport. Syst. Ctr.
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

I have written previously to Peter Montague and to you, by copy, requesting a postponement of the due date for written comment on the draft environmental impact statement (DEIS) from December 3, 1993, to February 1, 1993. In addition to a lack of cooperation from Amtrak in answering requests for relevant information, there are quite a few reasons to justify this request.

Here, then, are my comments. You should not assume I am waiving my rights to offer comments at a later date or that I am withdrawing my request for a new due date:

I. **The DEIS is inaccurate and misleading throughout**. Here are some examples:

1. Volume I, page 4-19: "As a point of reference the intensity of earth's static magnetic field is approximately 500 mG in the northeastern United States." This is very misleading because the earth's magnetic field is not a "60 hertz alternating current" field. And, all scientists familiar with electromagnetic fields acknowledge that of the two fields, the only field that adversely affects the human body is the one created by 60 hertz alternating current. The earth's magnetic field, essentially direct current, is not comparable in any respect. The alternating current, as in the proposed Amtrak Electrification Project, creates a huge electromagnetic field (EMF), which Heinrich Hertz, who first discovered these fields, called "electromagnetic radiation."

1

While scientists cannot agree on the health risk aspects, all in this field acknowledge that "60 Hz AC" power, as in the proposed Amtrak power lines, vibrates the molecules in a human body exposed to the power and its EMF 60 times a second and causes hormonal and cell changes (Dr. Jack Adams, Carnegie Mellon University; Dr. Reba Goodman, Columbia University). There are a number of studies of "60 hertz EMF," past and

2

71 Island Road • Stonington, CT 06378

present at universities throughout the world including University of Rhode Island, University of California, University of Southern California, Columbia University, Carnegie-Mellon University, Oakland University and Johns Hopkins University. The most recent study, conducted among 500,000 people in Sweden, provided a link between EMF and leukemia in children.

3 2. Vol. II: Several maps of property near the rail line call "wetlands" by another name: "Forest, vacant, undeveloped." This is grossly misleading. One example of this is on Sheet 10 of 29, land adjacent to or in the vicinity of Wequetequock Cove. The official Town of Stonington map clearly designates this area as "wetlands," not "forest, vacant undeveloped."

4 3. Vol. I, pp. B-43 and B-44: These pages list "addresses of homes which are visually sensitive receptors," which we presume means homes that will be adversely impacted by looking out on wires and/or poles and/or substations and/or paralleling stations and/or switching stations and/or other changes in the environment that will cause a reduction in property values. The list of homes is incomplete. It ignores homes with the same views as those listed. We shall be glad to furnish you with a more complete list or show you homes that will be affected.

5 4. Vol. I, pp. B-28, B-29: There are many more pedestrian crossings than those listed. For example, there is a crossing behind the thrift shop by the viaduct in Stonington leading to the borough. We believe there are over 100 footpaths crossing the tracks and will be glad to point them out.

6 5. Vol. III, pp. 2-4 and 2-5: This section carries forward the message: the project will create 269-279 new jobs. This is a reason Senators Dodd and Lieberman cite in favor of the project. However, in truth, reading the small print, we note that 51 jobs are being transferred out of New Haven. Also, we note that New London will be discontinued as an express stop. We note that 365,000 automobile passengers will switch to trains which will result in (some) lost business to retail establishments, like gas stations and restaurants, along Route 95. What then is the actual job impact on Connecticut?

7 6. Vol. III, pp. 2-10: The statement is made that "adverse property value effects would only occur at properties with favored, or unusual aesthetic visual character.....along Long Island Sound in Branford and Stonington, CT, and those along Greenwich Bay in Warwick, RI....." This statement is untrue because (a) noise and vibration can and will have an adverse effect on property values, particularly since traffic on the rail line will increase

from 28 to 68 trains; (b) EMF (electromagnetic fields) have already lowered property values in other states (6 New York State judges voted 6-0 recently that the perceived threat from EMF, because it lowered property values, was cause for damages); and (c) homes in many sites and locales beyond those mentioned in the DEIS will be affected by increased noise, vibration, EMF, or the perceived threat of EMF, and an adverse visual impact, any one of which can cause a drop in property values and which, in combination, can cause severe drops in property values. There are now anecdotal conversations emanating from real estate agents which relate lost sales or homes difficult to sell due to the proposed Amtrak project.

8 7. Vol. I, pp. B-45 to B-50: In only two locations does the DEIS refer to endangered species and only one species—the shortnosed sturgeon—is mentioned by name. We believe a number of endangered species on the attached list will possibly be adversely affected, including the Northern Harrier, American Bittern, Shortnosed Sturgeon, Leatherback, Dwarf Wedge Mussel, Virginia River Snail, and sand plain gerardia (See Exhibit I, List of Endangered Species). We think the added noise and vibration from a dramatic increase in the number of trains, in combination with much higher speeds, plus three years of construction near and along the rail bed, plus installation of underwater cables, will prove to be disastrous with respect to certain species. Moreover, we see adverse consequences from the above on species such as the Piping Plover, Gibnet Egret, and Whip-poor-will, classified as "threatened" or of "special concern."

9 8. Vol. I, p. C-1: The statement "the FRA has encouraged the active participation of private citizens, etc." is not accurate. Until the minuscule ads were put in the local newspaper as required by law, there was no public announcement explaining the scope and impact of this huge project. We believe a majority of citizens were not aware of this project as recently as November 1, 1993. The FRA could have at least written to affected groups such as the Connecticut Marine Trade Association notifying them of the project. Most of FRA's and Amtrak's efforts seem to have been focused on taking congressmen and state officials to lunch, breakfast or dinner or on train ride junkets or having the beneficiaries of the project, the utilities and Morrison-Knudsen, use their lobbying skills to get the U.S congress and state officials to back the project.

10 9. Vol. I, p. 4-1: The statement "EMF results from any current traveling through a wire or electrical device" is, we believe, misleading. Specifically, the EMF that is under study as a health hazard is that caused by alternating current in the 50-60 hertz range. Also, the statement "everyone is almost continuously exposed to EMF" is false and misleading.

10. Vol. I, pp. 4-19: The statement "the consensus of the scientific community is that there is no conclusive evidence that a link between EMF exposures and cancer exists" is false and misleading. While there may be no consensus, it is clear that, excluding the "vote" of the power utilities, the neutral, unbiased science community is not sure of the public health effects of EMF. Exhibit II (enclosed) lists over 50 occupational studies and a study of 500,000 people in Sweden that linked EMF, even very low levels, to leukemia, a form of cancer. We are under the impression that EOA, DOE, and several major universities have stated that there is enough scientific evidence (e.g. damage to cells, hormonal changes, strong correlations to cancer) to warrant further studies to determine and quantify the risk to public health. Indeed, in 1990, the U.S. EPA wrote a report recommending EMF be classified as a "class B-1 carcinogen" but this recommendation was turned down although the words "possible carcinogen" were used in the EPA's final draft report. A November 24th article in the *New York Times* states, "U.S. to Begin Study on L.I. on Cancer of the Breast" and this study will consider, among other possible agents, whether EMF plays a role in breast cancer. The National Cancer Institute, the University Medical Center at Stony Brook and the National Institute of Environmental Health Sciences are involved with the study. (11)

II. <u>There are omissions in the DEIS</u>. Here are some examples:

1. Vol. I: There is a list of homes that are visually impacted. There is no list of homes that are impacted by (a) noise, (b) vibration or (c) electromagnetic fields. (12)

2. Vol. I: There is a list of permits and approvals required (pg. 5-25) but we wonder if the US Navy and US Coast Guard should be on the list due to the fact that bridges will not be accessible for opening to permit water traffic, including submarines and barges, to pass. Also, we are under the impression that boat traffic has priority over rail traffic, which, if true, means that the Connecticut Marine Trades Association should review and approve of the necessity for more train and less boat time insofar as the five movable bridges over navigable rivers are concerned. (13)

3. Vol. I, page 4-39: We see no reference to ozone emissions or pollution on this page. We note, with alarm, that ozone concentrations in areas where there are electric trains (viz. New Haven, page B-38) exceeds air quality standards (.161 ppm New Haven vs. .125 ppm, Stamford). We are of the opinion that ozone is a serious pollutant, life threatening to very young and old people and to people with breathing difficulties. If, in fact, the (14)

proposed electrification of the rail line will result in the creation of ozone through the phenomenon known as "sparking," this should be covered in the DEIS. Specifically, will this project create more ozone? If so, how much, and what effect will this have on public health?

4. Perhaps the most significant omission, obviously intentional, was the issue of what to do with the crossings. It is obvious that Congress intended that the crossings, particularly closing them, be part and parcel of the Northeast Corridor Improvement Project. The Amtrak Authorization and Development Act, as passed by Congress, is quite explicit in referring to a plan for "the elimination of all highway at-grade crossings, etc. etc." It should be patently obvious to those responsible for the DEIS that high speed rail and 15 crossings where speeds are limited to 100 MPH, where noise from sounding 4 whistles at a minimum level of 95 decibels will have an adverse consequence on the health and welfare of people nearby (that's a total of 1632 whistles in the Town of Stonington alone!), where there is an acknowledged increase in the risk of accidents due to a significant increase in speed at crossings (Vol. I, page 4-27), where construction of bridges and tunnels is contemplated in addition to closing most crossings (FRA Plan for Elimination of Highway At-Grade Crossing, Draft Report, 4/93) are integrally related matters and should be covered in the DEIS. That the FRA believes the crossings should be eliminated is a matter of record. Here is a direct quote from the FRA: "The Amtrak Authorization and Development Act of 1992 directs the Secretary of Transportation to prepare a Program Master Plan (PMP) and the Grade Crossing Elimination Plan to the Federal Railway Administration (FRA)." Another: "Because elimination of grade crossings is essential to the attainment of the travel time and safety goals specified for the PMP, the final recommendation of the Grade Crossing Elimination Plan will be incorporated into the PMP and coordinated with the other physical improvement projects identified there." Also, another FRA quote: "The elimination of at-grade crossings of the Northeast Corridor main line has long been regarded as a necessary improvement for implementation of safe, high-speed rail passenger service," and "the last at-grade crossing between New Haven, Connecticut, and Washington, DC. was closed in 1982." It is clear from various documents that the crossings are an integral part of the Northeast Corridor Improvement Project and should have been covered in the DEIS. We have reason to believe that FRA, recognizing the substantial, well-to-do opposition to closing or modifying crossings, instructed the DEIS staff to exclude "crossings" and related issues from the DEIS. (15)

5. Vol. I, p. ES-5: The statement is made "each set of poles would be spaced approximately 200 feet apart." Calculating 12,000 poles from another (presumed Amtrak) source and 156 miles of track, we conclude the poles will average 137 feet apart--not 200 feet. In this same regard, we, the people, were told at a town meeting hosted by Amtrak that the poles would be "one at each location, 250 feet apart." Now it seems that there will be two at each location, 137 feet apart. (16)

6. Vol. I, p. ES-6: This page states that air quality will improve. We believe that the alternative will produce more pollution than the No-Build alternative if people do not shift from planes and cars to trains. This is because it is not efficient to move electricity over long distances. A gas-turbine train will, therefore, produce the same amount of energy as the proposed Amtrak Electrification project with (about) 40% less power and much reduced pollution. In fact, the Federal Motor Vehicle Emissions Control Program in combination with state inspection/maintenance programs is the primary reason accounting for a reduction in air pollution and this reduction should not be perverted in a reason why the Amtrak project is environmentally sound. (17)

III. **We believe the southeastern coast of Connecticut is the wrong place for high speed rail due to:**

- the serpentine nature of the existing rail system.
- the probability that, down the road, the curves will have to be taken out for competitive speeds (e.g. 200 MPH) to be obtained, and this will require (if permitted) damage to the environment most importantly because in many places there is water on both sides of the tracks and not enough room for straightening out curves with great amounts of fill and excessively high costs. (18)
- the occurrence of fog, hurricanes and flooding along the coast.
- the five movable bridges which, on occasion, jam in an open position, and which, if closed excessively, prevent marinas from earning a profit, boaters from enjoying Long Island and Block Island Sounds, and commercial vessels (e.g. barges) from meeting schedules, and warships (e.g. submarines) from departing Groton on a firm schedule.
- the abundance of historic places and bridges which will be adversely impacted (e.g. putting up 8 foot barriers on bridges to prevent people from getting electrocuted).

- adverse effect on wetlands and certain species and their breeding habitats.
- the natural beauty of the coast which will be despoiled by the 12,000 catenary poles, miles of wires, and 25 various buildings to be erected (e.g. substations) which will be left to rust (plan is to not paint).
- the negative effect on tourism which is directly related to the beauty of the coast.
- major safety problems including 15 crossings, 5 movable bridges, and many older trestles. (We are told by a reliable witness that many of the bridge piers are eroded and/or eroding.) So much movement over old bridges and trestles invites disaster. And, the November 30, 1993 accident in Florida lead to a conclusion: "The accident is likely to lead to further calls for elimination of crossings on high speed routes" (Exhibit IV).

IV. **Miscellaneous Comments**

1. **Endangered Species** - No mention is made of Connecticut Public Act 89-224, an act establishing a program for the protection of endangered and threatened species. Must Amtrak meet the requirements of this Act? Why not? (19)

2. **Wildlife Value** - DEIS says that wildlife value in locales like Stonington is "moderate" despite the many species (collectively) of mammals, birds, reptiles, amphibians, fish, invertebrates, and plants that are "endangered" or "threatened." We believe experts would confirm that they have great value. (20)

3. **Critical Environmental Concerns** - We were distressed to learn that the State of Massachusetts' EPA identified areas of "critical environmental concern" but Connecticut's EPA is apparently silent on this important matter: protecting areas of critical environmental concern. And there are such areas along the coastline. (21)

4. **Alternatives** - We do not believe that alternatives, including alternative routes and alternative means of locomotion, were studied in the sense of (a) looking at all alternatives; (b) setting up objective criteria to evaluate alternatives; (c) requiring competent experts to supply data to the criteria and (d) providing an evaluation of each alternative using experts' data and relevant criteria. (22)

Criteria should include:

- cost
- date available
- feasibility
- speed (maximum)
- BTU consumption (per passenger mile)
- cost per passenger mile
- comfort
- reliability
- effect on environment
- cost of construction
- when system operational
- elapsed time New York City to Boston

We understand that actual engineering studies were completed with respect to alternate routes and we believe any such studies should be included, without censorship, in the final EIS. We believe that there are trains running in at least five other countries (gas turbine) that meet speed criteria and do not require an investment of (perhaps) a billion dollars in catenary poles, wires and substations. Leaving these trains out of the DEIS appears to result from the built in bias resulting when the people doing the project know the viewpoint of the agency (FRA) paying for the project. NEEDLESS TO SAY, THE PUBLIC IS ENTITLED TO SEE A CHART OR TABLE LISTING SPECIFIC ALTERNATIVES AND AN OBJECTIVE RANKING USING REASONABLE CRITERIA TO OBTAIN THE RANKING. Finally, we note that the turbine or train built by United Aircraft, since removed from service, achieved speeds up to 170 MPH as far back as 26 years ago.

5. **Economics** - In the interest of objectivity and fairness to the public, the DEIS should have spelled out (vs. the no-build alternative):

23

- the cost of the project, broken down by acquisition of trains, equipment, construction, improvements, purchase other trains, crossing modifications, land acquisition and estimated loss from lawsuits.
- increase in profitability or decrease in losses.
- return on investment.
- estimate of fares (New York City to Boston)

Why shouldn't Amtrak, an organization that loses over $1.00 for every $1.00 it takes in (Congressional Research Bureau, Library of Congress) provide the taxpayers with estimates of the financial impact of building the electrified railroad versus the no-build alternative?

6. **Future Improvements** - The design of the proposed Amtrak system is compatible with a maximum speed of "up to 150 MPH" (Vol. I, page C-13). What happens when or if competitive considerations require speeds in excess of 150 MPH? Surely Amtrak is not that naive that it believes that, as in other countries, speeds over 150 MPH will be required.

24

7. **Conversion of Plane Passengers** - Since the majority of people riding the electrified trains in the DC. to New York Corridor do so not for "speed" but for reasons of "economy," how confident can DEIS or Amtrak be that over 1.0 million people will switch from planes and cars to trains? What research is there to support the notion that over $1.0 billion of taxpayer money should be spent by Amtrak? Isn't it true that Amtrak has a history of making inaccurate estimates of future revenues?

25

8. **Electromagnetic Fields** - We believe DEIS measurements are understated and in error. They should be consistent with measurements conducted by Electric Research and Management, for DOT. Maximum mG (milligauss) was 628 on the Washington to New York run and 305 mG between New York and New Haven.

26

9. **Noise** - The existing noise levels (page 4-10, Vol. I, DEIS) are significantly understated. Actual noise levels as far away as 700 feet from the track now average 90 decibels. Don't the Amtrak regulations require whistles (horns) at crossings to be "no less than 95 decibels"?

27

10. **Utility Encroachment** - It appears that Northeast Utilities has purchased the right to erect towers with power lines on the Amtrak right-of-way. Huge, ugly towers, a depressant to property values, with 345,000 volt lines throwing off electromagnetic radiation, have already been erected west of New Haven in communities like Westport and Southport. Should the DEIS have taken into consideration what happens to the ecology of the region if Northeast Utilities brings these towers up the coast through Groton and Stonington?

28

29

11. **Financial Review** - Has the Congressional Budget Office reviewed Amtrak's or FRA's estimate of cost (to taxpayers) for this project?

30 12. **Freight** - Will this electrification project result in cost increases on freight carriers?

31 13. **Bridges** - Have the piers been inspected and x-rayed? We believe that more trains at high speeds will result in the collapse of one or more bridges.

32 14. **United Aircraft Turbo-I** - You should compare performance characteristics of the trains to be used by Amtrak with this and other trains that can be manufactured in the United States.

33 15. **Power Used** - The DEIS is deficient in that the following information is not supplied, at least not in a coherent, understandable format:

AVERAGE DAILY CONSUMPTION OF FUEL 1998

	Build Alternative	Build Alternative If Only 50% of Increase In Passengers is Achieved	No Build Alternative
Gallons of oil required			
Cubic feet of gas required			
BTU's from nuclear power			
Tons of coal required			
Total BTU's consumed			
Tons of CO_2 generated			
Kg's CO generated			
Kg's NOX generated			
Kg's VOC generated			

The above table, unlike the one in Vol. I, pp. 4-40 and 4-41, should exclude the effect of the Federal Motor Vehicle Emissions Program (FMVEP) and the State Inspection and Maintenance Programs (IMP). It is unfair and unethical to attribute cleaner air to the Amtrak program when in fact the Amtrak Electrification Program, in the absence of FMVEP and IMP, would not create any improvement in air quality.

34 16. **Parking** - It appears that the DEIS says there will be 1.8 million more people taking the train annually. What increase in revenues will this translate to and where will these people park? Is the cost of creating new parking facilities in the cost estimates generated by FRA?

35 17. **Use of Wetlands** - We do not concur with the DEIS position that the Old Lyme and State Line paralleling stations are not being built on wetlands.

36 18. **EMF at Stations** - We would like to know EMF levels currently in Stamford, New Haven, and Philadelphia railroad stations (for people waiting for trains).

37 19. **Feasibility of a 3-Hour Trip** - The DEIS is deficient in that it does not (a) state speeds necessary to achieve Amtrak's goal of a 3-hour trip from New York City to Boston or (b) what is Amtrak's current on-time performance? Can we see a table showing speeds between stations, including maximums and minimums, and how much time is spent at each station?

38 20. **Lost Jobs** - We believe DEIS' estimate of 1.2 passengers diverted from Logan Airport will create job losses at Logan Airport.

39 21. **Impact on Boats** - The DEIS report is deficient in that it does not show the decrease in time available for boats to pass by movable bridges, e.g., what percent of daylight time is now available for boat passage and what will that percentage be in 1998 if 68 trains use the route, as planned?

40 22. **Accuracy** - We believe Table 5.2-1 in Volume I (pp. 5.5-5.13) understates the impact of the Project, particularly with respect to the number of homes impacted. Also, this table lists "alternatives for mitigation," but the cost of these alternatives is not in the budget, meaning there are no funds to implement DEIS' solution to many environmental problems mentioned in this section of the DEIS.

41 23. **Construction Contamination** - There seems to be no mention specifically of what contamination will occur during the construction phase. Will there be any dangerous contaminants (i.e., dangerous to public health) such as PCB's? Please name the contaminants resulting from the construction phase of the project.

42 24. **Bridges** - How many of these bridges have been inspected in the last 5 years? How many of these 225 bridges (pp. 1-7, Vol. I) require replacement or repairs and is this in the budget?

43 25. **New England Economy** - We know that the gradual decline in business property in New England led to the demise of the New York, New Haven and Hartford Railroad. The business growth regions of the country are in the southeast and southwest United States. Is the Boston-New York corridor the best place to invest billions of (railroad and taxpayer) dollars?

44 26. **Buried Remains** - There are several references to "disturbing buried remains." Are these Native American remains? The EIS should state whose remains are being disturbed.

45 27. **Teleconferencing** - No mention is made of the fact that teleconferencing is expected to reduce the need for (business) travel.

IV. **The DEIS is in error and misleads its readers when it states that the Amtrak Plan (NECIP) will significantly improve air quality.** Here's why:

46 (a) first, if 1.8 million people do not switch out of cars and planes and ride the trains, (contrary to DEIS statements) there will be a significant decline in air quality as compared to the no-build alternative.

47 (b) second, the Amtrak Plan requires the equivalent of a new power plant (or unused capacity from existing power plants). Oil is the predominant fuel per Volume III of the DEIS. The power generated results in (approximately) one million tons of carbon dioxide (CO_2) being dumped into the atmosphere. It takes 80 million trees to absorb this much CO_2. Where does the DEIS mention the effect of Amtrak's plan on the Greenhouse Effect?

48 (c) electricity transmitted through miles and miles of underground and overhead wires is an inefficient system. Why? It takes more power and more fuel to provide electricity over distances than at the source. So, compared to the no-build or gas-turbine alternatives, the Amtrak Plan is less cost efficient, burns more (imported) oil, and creates more pollution, CO_2 included.

49 (d) the DEIS assumes that people will switch from airplanes and, therefore, there will be a drop in pollution due to (i) fewer cars and buses at airports and (ii) fewer airplanes, hence fewer emissions. Of course, if people don't switch, the Amtrak Plan creates more pollution than the no-build alternative. and, DEIS should leave out of its air quality data upper atmospheric pollution, that is, pollution above 20,000 feet from airplanes flying at 20,000 feet or higher.

50 (e) if, as DEIS states, electrifying the rails results in improved air quality, why is it that cities where Amtrak has electrified the railroad (Washington, Philadelphia, New York) have higher levels of pollutants than cities where there is no electrification (Providence, Boston, New London)?

51 (f) the fact is that using gas-turbine trains, which require no elaborate, billion dollar support system, results in cleaner air. The DEIS should so state!

52 (g) the DEIS incudes in its numbers the effects of federal and state regulations which will be going into effect in the near future. This misleads the reader into thinking that the Amtrak Plan is responsible for cleaner air when the truth is that the cleaner air is primarily a function of new federal regulations, not the Amtrak Electrification Plan.

53 (h) the trains Amtrak is planning to use create ozone. The DEIS should comment on the quantity of this major pollutant that is created by the Amtrak Plan.

V. **The Amtrak program runs the risk of spending billions of dollars of taxpayer money with inconsequential or no benefits.**

Amtrak has spent and will be spending billions of dollars - mostly from taxpayers - to execute its plans. Many of these dollars aren't even budgeted, including monies to straighten the tracks, repair bridges which are badly eroded, and mitigate the adverse effects of construction and damages from EMF and "loss of property" law suits. This money is being spent on a theory: that millions of people will switch from airplanes and automobiles to trains. Well, it's never happened before so why will it happen now? Won't air service improve over the years, sucking more people off of trains? Why has the State of Rhode Island just decided to spend many millions of dollars to expand and improve the Providence (in Warwick) airport? Amtrak can and should test its theory that three-hour train service between Boston and New York will result in a dramatic increase in ridership. This can be done with existing equipment.

Respectfully submitted

Jason C. Becker

Jason C. Becker
71 Island Road
Stonington, CT 06378
(203) 535-4261

CT-3-14

SAY NO

Citizens Against the Amtrak Electrification Project

Jason C. Becker, President
Tel. (203) 535-4261

To: Governor Lowell Weicker
Senators Dodd and Lieberman
Representative Gejdenson

RECEIVED 3

We, the undersigned, object to the Amtrak Electrification Project for these reasons:

1. **Potential Health Hazard** - From electromagnetic fields (EMF) created by 115,000 volt and 25,000 volt lines (studies show EMF's promote cancer, spontaneous abortions and chronic depression).

2. **Noise and Vibration** - From the addition of 30 trains which will create more noise and vibration along the route according to the Environmental Impact Statement.

3. **Safety Problems** - From bridges that get stuck open sometimes; fog; hurricanes; winding tracks with many curves and many crossings. Trains speeding at twice current speeds pose a major safety hazard. The Environmental Impact Statement acknowledges the Electrification Project presents more risk of accidents.

4. **Environmental Damage** - From added noise and vibration which is a threat to the wetlands and already endangered species like herons and egrets.

5. **Decline in Property Values** - Real estate sales near the railroad are already suffering.

6. **Wrong Place for High Speed** - Recognizing that Amtrak will eventually want trains, like those in other countries, running over 150 MPH, the old coastal route with its curving tracks, fog, hurricanes, bridges over boating areas, and many crossings is the wrong place for an electrified high speed line. We believe Amtrak should consider putting its high speed line on the old "air route" or along Route 95, or use the existing, shorter route through Hartford. Why waste taxpayer money on a high speed line along the winding coast? (Amtrak is subsidized by the U.S. taxpayer because it loses over $1.00 for every $1.00 it takes in.)

7. **Doesn't Help Southeast Connecticut** - The only express stop in Connecticut will be New Haven. New Yorkers and Bostonians benefit, not people along the southeastern coast.

71 Island Road • Stonington, CT 06378

CT 3·15

Mystic Nautical Heritage Society, Inc.
1911
Schooner Sylvina W. Beal, 120 School Street, Mystic, CT 06355 (203) 536-8422

RECEIVED DEC 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendal Square
Cambridge, MA 02142

November 30, 1993

Re: Draft ENVIRONMENTAL IMPACT STATEMENT AMTRAK Northe East Corridor

Dear Mr. Goulet:

1 The Draft Environmental Impact Statement does not seem to address the effect on boat traffic in the Mystic River. During peak summer hours there is already a problem with congestion on both sides of the railroad bridge. The area between the highway and railroad bridge is well known for its difficulties and with the decrease in open bridge time, the area south of the bridge will also be in crises. The channel winds narrowly through flats and moorings. The current can be strong. There is no turning basin to hold the waiting traffic. As a result there is backing and filling in chaotic free-lance manner by boaters who come from distant ports to visit the Mystic Seaport and so are unfamiliar with the waters.

The establishing of a turning basin would displace moorings. The subsequent dredge requests from these mooring owners would involve the DEP over environmental concerns and so create an intense public use conflict.

It should be remembered that what makes Mystic unique, what supports its economy is its attractiveness as a seaport, the possibility of reaching it by sea through this very river. Not only do thousands of small boats visit this area, but larger craft, many world famous. In turn these vessels attract more small boats and people from inland. The projected AMTRAK closing schedule for the railroad bridge would make a window of passage so small that larger craft would be deterred as would the smaller. Mystic will dry up.

What is needed is a full scale survey of Mystic River traffic and its economic and navigational impact. The EIS does not provide this.

Sincerely,

Geoffrey Jones

Geoffrey Jones, President

copy: DEP, Army Corps of Engineers, USCG, Noank Harbormaster

CT3-16

Mystic River-Whitford Brook Watershed Association
P.O. Box 187
Old Mystic, Connecticut 06372

21 November 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Mr. Goulet:

Ref: The Draft Environmental Impact Statement (DEIS) for the electrification portion (New Haven, CT to Boston, MA) of the Northeast Corridor Improvement Project (NCIP).

Thank you for the opportunity to provide comments on the referenced DEIS. Members of the Board of Directors of our organization have reviewed the document and found deficiencies in the logic for funding the electrification of the Northeast Corridor of Amtrack. In addition, there are environmental impacts that have not been considered. Herein we provide details of our review:

1. The overall rationale for the electrification of the Northeast Corridor, as stated in the DEIS, is that by "improving intercity trip times to less than three hours, Amtrack will become the preferred intercity common carrier in the Boston to New York City market..." The current express train time is approximately four hours between Boston and New York City. Therefore, all of the expense and effort of this segment of the NCIP is to reduce travel times by approximately one hour.

The ability to predict broad changes in the behavior of those who utilize public transportation and private vehicles is difficult at best. There are two factors which are not apparent in the development of this rationale. First, were the locations of airports versus train stations taken into account when determining changes in preferred modes of transportation? LaGuardia, Kennedy and Logan airports are gateways for other destinations. If travel to New York or Boston is for access to other domestic or international flights, then entry to these cities may continue to be most convenient directly through those airports. There is no discussion of this issue. Second, the issue of parking to accommodate the increased usage of trains is not fully considered. If land cannot be acquired to provide increased parking for commuters, then increasing the capacity to carry passengers beyond what present parking will allow is irrelevant. If access to train stations becomes a problem due to parking, alternative modes of transportation will be considered by potential passengers. No study was completed which deals with this issue.

2. The logic for energy savings based on changes in ridership is questionable. For example, will reductions in travel by air actually reduce the number of flights, resulting in a substantial savings of fuel? Or will the number of flights remain stable or increase due to an overall increase in population? The latter scenario simply provides the infrastructure to accommodate a larger regional population with a net increase in transportation energy use.

One of the factors contributing to the carrying capacity of urban environments is the ease of transportation. The electrification of the Northeast Corridor may simply provide rationale for further encouraging immigration to the Washington/Boston megalopolis, with all the attendant social problems.

3. Boat traffic in coastal rivers, the Mystic River in particular, is extremely high during the summer. Additional railroad bridge closures, due to the projected increase in number of train trips, will greatly reduce the time available for vessels to move up and down rivers. This will exacerbate problems on already overcrowded waterways and requires further study.

4. The use of barriers to mitigate noise and vibration impacts requires more detail. The potential exists for barriers to be required in residential neighborhoods which stretch across the heads of peninsulas along the southeast Connecticut coast. The impacts on the movements of wildlife have not been considered.

5. The burial of power cables across rivers may have impacts on the movements of fishes and crustaceans. While the impacts of cable installation and burial have been considered for the endangered shortnose sturgeon, there was no discussion of the impacts of EMFs or electrical current (through damaged cables) on the entire assemblage of organisms which must cross the cable area. EMFs could have large impacts on the movements of common demersal species.

The DEIS addressed a large number of issues regarding the impacts of the NCIP. However, problems in logic and lack of information, such as those which we discussed above, indicate that further work and discussion is necessary before the project should be considered.

Sincerely,

Peter J. Auster
Member, Board of Directors

Lisa C. Wahle
Member, Board of Directors

CT3-17

The MASHANTUCKET LAND TRUST, Inc.
P. O. Box 49
Old Mystic, Connecticut 06372

RECEIVED 9pm

December 1, 1993

Mr. Glenn Goulet, OTS-72
U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I have reviewed relevant sections of the Draft Environmental Impact Statement (DEIS/R vols. I, II and II) for Amtrak's proposed electrification of The Northeast Corridor main line between Union Station in New Haven, Connecticut and South Station in Boston, Massachusetts.

On behalf of The Mashantucket Land Trust (MLT), I would like to point out the potential impact that this project could have on several Land Trust properties, none of which are referenced in any volume of your DEIS/R.

MLT owns nearly 1,000 acres of open space in southeastern Connecticut and Rhode Island. Our preserves are available to the public for recreation and enjoyment. Five of these preserves, totalling over 89 acres, lie adjacent to the New York, New Haven and Hartford Railroad company tracks in Stonington, Connecticut. Two of these properties would be affected by changes in at-grade railroad crossings (see attached) and <u>all</u> of these properties contain wetlands, either salt marsh, inland wetlands or both. This is contrary to Table 3, Appendix A DEIS/R vol III. 1

MLT expressed concerns about the potential environmental impacts of this project in a previous letter (November 25, 1991), yet protected open spaces owned by the Trust do not appear on the table of Land Uses Adjacent to the Northeast Corridor Rail Line under "sensitive receptors", (Table 3.1-1, Appendix B. DEIS/R vol. I) nor are they recognized on any DEIS/R map (Groton, CT to Stonington, CT, Sheet 9 of 29). 2

The marsh, thicket and woodland habitats comprising MLT properties bordering the tracks support nesting Osprey, Little and Great Blue Herons, Glossy Ibis, Great and Snowy Egrets and a multitude of other wading, shore and song birds, both breeding and migratory. In addition, the Knox Preserve is utilized as a Federal

Bird Banding Station and outdoor classroom for natural history studies and field trips year round. It is also a known nesting site for the federally endangered Yellow-breasted Chat.

The natural corridor formed by interconnected MLT properties along the railroad track protect and preserve a diversity of habitats used by both people and wildlife and should be given due consideration in DOT's environmental impact report. I hope you will find the accompanying information helpful. Please contact me if you have any questions.

Sincerely yours,

Margarett J. Philbrick
Vice-President

CT3-18

JOCR RESEARCH
20 EAST GRAND STREET
STONINGTON, CONNECTICUT 06378

JUAN C. O'CALLAHAN

TEL (203) 535-0445
FAX (203) 535-0434

RECEIVED

November 28, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Re: **Comment on Draft Report/s, EIS & Plan For Elimination of Highway At-Grade Crossings**

CHESEBROUGH CROSSING, STONINGTON,CT

Dear Sir:

Congressman Sam Gejdenson has advised me that comment is due by December 1, 1993 on the draft Environmental Impact Statement. My comment is further based on DTFR53-93-A-00002, April 1993 FRA Draft Report for the U.S. DOT, pages C-189 and C-190.

I attach recent correspondence (CT DOT, FRA, FHA, Counsel/s for owners of properties) showing that AMTRAK has not removed the barriers and reopened the Chesebrough Crossing as ordered to do so by the Bureau of Public Transportation, CT DOT. The status of the crossing was illegally removed and permanently closed by AMTRAK and FRA with steel barricades without the consent of the owners, without contact with ConnDOT, and in violation of the 1987 DOT second draft decision.

The Chesebrough Crossing is not included in the Task Order as noted in DTFR53-93-A-00002 page C-189. **It should be included.**

Several points listed under "Existing Conditions" are incorrect (i.e. paragraphs 1, 2 and 3). Points listed under "Recommendations" are unwarranted and incorrect -- to support this I enclose a letter we wrote to our legal counsel on December 28, 1992 as new owner of the main Salt Acres property (three residences) regarding extreme concern at our inability to use the legally mandated Chesebrough Crossing emergency egress during flood tides and severe storms. Since December 1992, Mrs. Johnstone has initiated construction of her residence on one of her two property lots; and Mr. Dietrich, owner of two other property lots has advised me he will be constructing a residence in due course. The situation for concern has worsened.

(1) We do not agree with the prejudgement that to raise the existing main causeway Salt Acres private road (the Task 20 recommendation as an alternative solution) would be very difficult vis-a-vis obtaining environmental permits. Raising and enhancing the causeway to permit all-weather access would facilitate the flow of tidal waters and would protect the tidal marsh lands.

Yours truly,

Juan and Louise O'Callahan

cc: Congressman Sam Gejdenson
Represetative Robert Simmons
P. Zedalis, BPT, ConnDOT
K. Gambardella, BPT, ConnDOT
R. Rathburn, RailOpns, ConnDOT
D. Carol, NECIP, AMTRAK
P. Montague, ORD, FRA
J. Ware, Federal Highway Admin
S. Giles Payne, Esq.
Katherine Tod Johnstone

CT3-19

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

CT-3-19 PSI

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: Dear Sir

As an owner of a marina landlocked by the Niantic Rte 156 except by access through the Niantic River Railroad bridge and highway bridge, we are very concerned with the proposed increase in train activity as part of the Northeast Corridor Improvement.

I am aware of an increase in train activity to help improve the movement of people to and fro, however, we also have people moving in vessels during the summer months. This leisure time for these boaters is (1) extremely ~~press~~ precious to them and a increase in the closure rate during this summer time would cause our business to loose customers. They are already inconvenienced by the R.R. Bridge (especially during rush times) which causes us to lower our dock rates just to entice them to be at our marina. If our customers learn that you plan to inconvenience them further, I know we will feel the economic impact in an already difficult business environment. How do you plan to address this issue?
Also, when would the Niantic bridge close prior to the train moving through? What would be the closure time? Can you predict that these added trains will not cause further delays? Please write to

Bayreuther Boat yard.
Smith Cove
Niantic Ct. 06357

CT3-20

MYSTIC MARINE BASIN
P.O. Box 212
Old Mystic, CT 06372
A PERRY & ROSS BOATYARD

Phone
203-536-4930

Fax
203-536-3829

December 2, 1993

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

The following are our comments and concerns regarding the Northeast Corridor Improvement Project Electrification Draft Environmental Impact Statement.

As marina owners, tax paying property owners in the town of Stonington and concerned environmental citizens, we are opposed to the electrification of the railroad on the existing tracks in southeast Connecticut. A large segment of our business deals with recreational boaters who use our facilities for summer dockage, including transient customers. Our transient dock customers have primarily been interested in our proximity to the Mystic Aquarium, Mystic Village, Mystic Seaport and other tourist oriented businesses. Many of us in SE Connecticut have been attempting to make the transition in our economy from one of defense contract oriented to one of tourism and recreation. This change is for the protection of jobs, property values and a basic way of life for the citizens of our area.

(1) Since we are located north of the railroad bridge on the Mystic River we are fully aware of the devasting effect that a 200-300% increase in train traffic will have on our marina. We have already experienced the negative effect of the railroad bridge malfunctionings and the resulting inconvenience and potentially dangerous situations it caused our customers. Planning and scheduling are part of a mariner's day but the resulting time frame unbalance that will be created by such a great increase in train traffic is enormously unfair to the maritime industry on the Mystic River and other effected rivers.

MYSTIC MARINE BASIN
P.O. Box 212
Old Mystic, CT 06372
A PERRY & ROSS BOATYARD

Phone
203-536-4930

Fax
203-536-3829

It appears that you may continue the plan for electrification of the tracks on the Connecticut shoreline without fully researching the alternatives. The existing tracks are of a zig zag design following coves, the mouths of rivers, involving multitudes of railroad crossings that are very vulnerable to severe coastal weather. We should not have to remind you that in the past two and a half years alone there have been one hurricane and three severely damaging coastal storms affecting SE Connecticut. What will happen to the 25,000 volt cables when boat masts, tree limbs, etc., come into contact with the wires? (2)

The environmental impact described in the DEIS, superfically addresses the many questions that should be thoroughly examined prior to installation. The question of the connection of electromagnetic fields to an increase in some forms of cancer has not been answered. (3) A March 1993 report to the Connecticut General Assembly, (CT 1993 Report on Task Report Activities to Evaluate Health Effect From Electric and Magnetic Fields), clearly states that more research is needed. Doesn't Sweden's experience of increased cases of childhood cancer, particularly leukemia, have any bearing on this project?! Also, the effects of electrification on wildlife, in it's many forms, has been glossed over. For example, it should be proven that laying high voltage cables underwater will not adversely effect the flow and spawning of fish on the rivers in question. (4)

Our shoreline is one of Connecticut's most valuable resources and the railroad should not have the right to selfishly claim dominance over it's use and access.

There are alternatives to this current proposal. We strongly urge that more time be given in exploring these alternatives and take into consideration the devastating effect the current proposal will have on SE Connecticuts environment and economy. (5)

Sincerely,

Bruce Ross
Bruce Ross, President

Elaine Perry
Elaine Perry, Vice President

cc: Sen. C. Cook; Rep. R. Simmons; Rep. S. Gejdenson;
Sen. J. Lieberman; Sen. C Dodd; Gov. L. Weicker

CT3-21

MYSTIC SEAPORT MUSEUM

Mr. Glen Goulet DTS - 72
U.S. DOT/SPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Sq.
Cambridge, Mass. 02142

December 6, 1993

Dear Mr. Goulet,

As you may know, the planned Amtrack Rail-line electrification program for the Connecticut shoreline has prompted an enormous amount of community concern. Although we at Mystic Seaport cannot speak to many of the issues which have been raised by the general public, we could be seriously affected by any reduction in boat traffic on the Mystic River which restricted openings of the railroad drawbridge may cause. (1)

The attached letter was sent to the Army Corps of Engineers in hope that all of the issues could be aired through public hearings and through an extension of the time period in which the public could comment. When appropriate, your support of the need for a public voice in the Amtrack deliberations would be greatly appreciated.

Sincerely yours,

Franklin Kneedler/dw

Franklin Kneedler
Executive Vice President

FK/dw

CT3-22

MYSTIC CHAMBER OF COMMERCE

December 1, 1993

Federal Railway Association
Mr. Glenn Goulet
U.S. DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Mr. Goulet:

I am writing this letter regarding the Northeast Corridor Letter Draft Impact Statement on the electrification of the AMTRAK rail system.

The Mystic Chamber of Commerce, Mystic, CT, wishes to go on record with an expression of our concern for the potential adverse economic impact in the Southeastern Connecticut area, should the electrification of the AMTRAK rail system be implemented through the Northeast Corridor, as presently proposed.

1 Of immediate concern is the increased demand for bridge closures which will significantly impact the passage of boats and land vehicles. The Mystic area has a number of crossings which will be affected and , thus impact tourism, specifically and the economy in general. Of additional concern is the restructure of rail crossings in the 2 Mystic area and the potential effect on traffic flow and visual impact. It has also been mentioned that freight traffic on the rails will be disrupted by the proposed 3 electrification plan. If this is so, the Chamber objects vehemently to this disruption of commerce and its attendant potential negative economic impact.

The Mystic Chamber of Commerce represents a broad spectrum of businesses along the Southeastern Connecticut coast and we would be remiss in our representation, if we did not make it clearly known that, given the present facts on file, this project is one that requires serious reconsideration in its present format.

Sincerely,

Michael E. Scavotto
Chairman, Government Relations Committee
Mystic Chamber of Commerce

16 Cottrell Street • PO Box 143 • Mystic, CT 06355 • 203-572-9578 • Fax 203-572-9273

Recycled Paper

CT3-23

Ledge Light Health District

First Floor, Suite F - Kingsbridge Square
475 Bridge Street, Groton, Connecticut 06340
(203) 448-4882 / Fax: 448-4885

RECEIVED

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

December 3,1993

Dear Mr. Goulet,

1 As the Director of Health of the Ledge Light Health District serving the Town and City of Groton, Connecticut I would like to formally request that the public comment period for the draft environmental impact statement for the electrification of the Amtrak lines be extended ninety(90) days. This issue has generated enormous concern along eastern coastal Connecticut regarding potential health impacts of electromagnetic fields, noise and vibration. More time is needed to investigate the real impact of the project on the public health.

Thank you for your consideration.

Sincerely,

Mary Jane Engle, MPH
Director of Health

cc: Representative Sam Gejdenson
Michael Rosenkrantz, Assistant Town Manager
Catherine Kolnaski, City Mayor
Dolores Hauber, Town Mayor

Serving Southeastern Connecticut

CT3-24

M Y S T I C
ENVIRONMENTAL
D E S I G N

P.O. Box 381, Mystic, CT 06355 (203) 572-8118

18 November 1993

Mr. Mark Yachmetz, RDV-8
Federal Railroad Administration
Office of Railroad Development
400 Seventh Street, SW
Washington, DC 20590

RE: Draft Environmental Impact Statement/Report
North East Corridor Improvement Project -- Electrification

Dear Mr. Yachmetz:

Yesterday, I had the opportunity to briefly review the above referenced impact study, and I somewhat hastily offer the following comments for submission at tonight's public hearing in New London. My thoughts are addressed from the dual perspective of a resident living close to the rail corridor and of a professional with experience pertinent to many of the issues at hand -- particularly with respect to the historic resources which may be impacted adversely. For the record, I reside at 14 Jackson Avenue in Stonington, Connecticut. Our property overlooks the rail corridor, with significant views of the Mystic River beyond and of the Mystic Harbor in the foreground. Our house is an historic c.1864 structure, located in the Mystic Bridge Historic District. Professionally, I am principal of Mystic Environmental Design, an architectural and planning firm specializing in historic preservation. Two years ago, I prepared a comprehensive historic and architectural resources survey, conducted under the guidelines of the National Park Service, for the Town of Groton, through which the corridor passes. In the past, I have participated in the design and planning of a pilot project for light rail transit in the Portland, Oregon, metropolitan area, a project which went to great lengths not just to mitigate any adverse impact on the city's historic districts but actually to enhance the same. Prior to that, in the mid-seventies, I participated in an impact study for the Rhode Island Statewide Planning Program of historic resources potentially impacted by proposed AMTRAK grade crossings in western Rhode Island.

While I share many of the other concerns which are being raised about the corridor, I shall limit my thoughts here to areas where I believe I can offer some real expertise, as well as to specific concerns I have regarding my own residence. In particular, I have serious concerns about the adequacy of the current impact study's Technical Report #3, which pertains to historic resources. According to the impact study, the Corridor Improvement Project constitutes a "major federal action". As such, Section 106 review processes specified by the National Historic Preservation Act of 1966 are automatically triggered. Thus, Technical Study #3 has been drafted as part of the overall impact study. By law, should such a study deem that the project may have an adverse effect on historic resources, an

1

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ensuing design review process must be undertaken following National Park Service guidelines. In Connecticut, this regulatory process is coordinated by the Connecticut Historical Commission. Again by law, such design review must minimize any adverse impact unless it can be shown that no "prudent" alternative exists. Because the rail corridor follows the shoreline and the historic Lower Post Road, there is an unusual concentration of historic resources along the same. Indeed, Technical Report #3 singles out the Stonington/Mystic/Noank area as an especially significant cultural resource located directly on the corridor. Yet, the report summarizes that on the whole the proposed corridor improvement project has no adverse impact on the historic resources located along it. As such, it can be inferred from that report that an ongoing Section 106 design review process will not be required. This I object to.

2

According to Technical Report #3, visual impact must be considered as a potential adverse impact. Yet Technical Report #3 states that its finding of no adverse impact in this regard is based on the fact that in general historic resources back onto the rail corridor. In many cases this may be true, but to cite just one example, this statement is absolutely incorrect with respect to the historic village of Mystic, which in turn is comprised of the separate National Register historic districts of Mystic River in the Town of Groton and of Mystic Bridge in the Town of Stonington. Both districts are historically and architecturally oriented to the sea via the Mystic River. The railroad was constructed through the village in the last century in lieu of a crossing further down river on the promise of bringing transit service to the front door of that community. However, while there were once more than a dozen rail stations in the Towns of Groton and Stonington alone, now there is just one -- in Mystic where the train stops I believe only twice a day. Moreover, through the years the rail corridor has been widened and raised above flood level, bit by bit closing off Mystic village from its down river orientation. The current project will only worsen this situation, impacting on historic views down river, which are very much part of the historic integrity of the two Mystic historic districts, and further limiting public access to the historic waterfront. One need only look at what the railroad has done to the historic village of Niantic in East Lyme, where once there was a fully accessible European style local light rail service along the strand, and where now there is only complete isolation of the waterfront from the heart of that community; AMTRAK's derelict maintenance of its right of way only further contributes to the destruction of that village. The impact of the proposed corridor improvement on such historic districts is very real, and if electrification is to proceed, there are mitigating improvements of the existing corridor which should be explored. These right of way improvements -- be they landscaping, public access points, appropriate fencing, or whatever -- should be developed by the full and due process of the Section 106 requirements of the National Preservation Act.

3

A second reason that no adverse impact to historic resources was reported by Technical Report #3 was that no structural damage is anticipated as a result to any historic resource. For instance, the report notes that while increased noise might be a nuisance to occupants, it does not constitute a threat to the structural integrity of these structures. A similar statement was made regarding any increased vibration. I have no reason to argue with these statements except to note that elsewhere in the impact study (Section 4.6.1), two alternative measures are recommended for mitigating the impact of increased noise levels, which in

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Mystic will be by the report's own statement equivalent to a rock band, i.e., on the order of 110 decibels -- well in excess of the U.S Department of Housing's own standards. The first alternative measure recommended for mitigating this noise hazard is for the federal government to purchase impacted properties, presumably for razing. This alternative may be suitable for non-historic structures, but is quite obviously totally unacceptable in historic districts, where other federal regulations would prohibit such destruction. A second recommended alternative measure recommended was for the federal government to provide effective sound insulation for all impacted houses. I know that this alternative has been used in the past, as for instance in residential neighborhoods surrounding airports. Generally speaking sound insulation requires both insulation of exterior walls and installation of soundproof glazing -- both achieved only with difficulty in historic houses. Moreover, since acoustic glazing must remain closed to be effective, similar prior retrofitting programs for sound attenuation also have had to include central air conditioning for affected structures, which in turn has required individual subsidies for increased electrical usage. I wonder if AMTRAK is prepared to do this. In Mystic, the impact study states that the distance adverse noise impact can be expected will increase to 500 feet from the rail corridor, largely as a result of horn blowing. This would entail acoustic retrofitting of hundreds of historic houses in the Mystic districts alone. Yet, Technical Report #3 finds no adverse impact.

4

5

Still worse, Technical Report #3 failed even to include in its inventory of affected historic resources the entire Mystic Bridge Historic District, which comprises hundreds of structures and abuts the rail corridor in the Town of Stonington. Instead, it notes only three separate properties in that district which are said to be potentially eligible for the National Park Service's National Register of Historic Places. In fact, I believe all three are already on the National Register as part of the Mystic Bridge Historic District. How the impact study could overlook one of the most significant historic districts along the corridor is beyond me. My own house, which lies within the Mystic Bridge National Register historic district about 250 feet from the AMTRAK right of way, is one of a number of structures in the district which are potentially adversely impacted, but which have been not been documented properly by the study. In my own report submitted to the Town of Groton in 1992, still other recommended historic districts were noted which may be impacted but which also have not been properly inventoried as part of Technical Report #3. Extrapolating from my perspective here in Mystic, I can only wonder as to the adequacy of the historic survey along the remainder of the corridor.

The impact study states that Connecticut environmental processes are not triggered by the current proposal. I cannot confirm or deny that statement, but question why the Connecticut Environmental Policy Act of 1973, which extends its coverage to historic and cultural resources, is not in fact applicable. Also, as noted in the impact study itself, the Department of Transportation Act of 1966 prohibits impairment of resources if other prudent alternatives exist; these alternatives must be considered as part of a Section 4(f) evaluation. Such Section 4(f) review requirements extend specifically to all "eligible" National Register properties. Moreover, "proximity impacts" trigger this section. Interestingly, the Transportation Act states specifically that the "no build" alternative must be considered as such a prudent alternative.

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6

I also note that Technical Report #3 maps delineating impacted historic resources were prepared as part of a much earlier study, and are out of date, incomplete, and not even consistent with the inventory of resources which resulted as part of the current impact study. It is also my belief that Executive Order No. 11593 "Protection and Enhancement of the Cultural Environment", which is noted in the impact study as pertinent to the project, requires both the inventory and National Register nomination for all impacted historic resources. There are many resources, even those inventoried as part of the impact study, which remain to be so nominated.

7

Along with the Mystic Bridge historic district, both my own residence and those of my neighbors are mysteriously absent from the inventory of potentially impacted historic properties. In addition, my residence maintains what should be considered by the impact study a significant view -- a view down the Mystic River all the way to Fishers Island, and a view through which the rail corridor runs. As such, there is potential for negative visual impact, and a number of properties in Mystic Bridge in addition to mine warrant inclusion on the report's list of such properties which might expect a decrease in property value. However, I would like to note that, by following the full and proper regulatory design procedures in place to protect historic resources, there is a potential for the visual enhancement of the corridor and causeway, which at present are physically neglected with other overhead utilities strewn along a weed infested corridor. Proper consolidation of these utilities allowing only the new catenary to be exposed might indeed represent a visual improvement.

What our community needs if the federal government is insistent upon spending its railroad funds is viable light rail transit, and not the high speed express which will come only at the considerable cost of our own community. I trust my comments will be considered, and I remain available for further consultation regarding these matters at any time.

Respectfully yours,

James Gibbs, Architect

cc: Connecticut Historical Commission (SHPO)
Town of Stonington Department of Planning
Town of Groton Department of Planning

ARCHITECTURE + HISTORIC PRESERVATION + SITE PLANNING

CT3-25

Crocker's Boatyard inc.

SINCE 1881

PHONE 443-6304 56 HOWARD STREET, SHAW'S COVE NEW LONDON, CT 06320-4999

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

December 22, 1993

Ref:Northeast Corridor Improvement Project Electrification Draft EIS.

Dear Mr. Goulet:

It has been brought to our attention that Amtrak has proposed an increase of over 50 trains a day. We feel extremely compelled to write to express to you first hand, the deep concern we have for this situation. At present, the scheduling and "open on demand" system, has been tolerable. We have had a few problems, but nothing that could not be resolved with Amtrak and the help of those in between. But, this new proposal is absolutely intolerably and would be extremely disastrous to our business. (1)

If this new policy is put into effect, we can close our doors because our slips will become absolutely inaccessible. We are not the only marina or boat yard in this situation. The N.C.I.P.E.D. EIS will affect an unknown amount of marine related businesses and "ripple effect" many others but, it will also put many companies, such as ourselves, completely out of business. This will mean hundreds of employees without <u>any</u> income and many subcontractor with substantial percent of loss of income. Could the economic condition of the State withstand such a blow? Let's take this one step farther; what about the buildings, land and equipment? Can they be so easily digested by the repossessions of the banks and the liquidations by the State?!

We very strongly feel that some new concessions must be made. There is a strong need and demand for more investigation into this situation, such as possibly an economic impact study. We urge you to do all that you can to oppose the Northeast Corridor Improvement Project Electrification Draft EIS.

Very truly,
David W. Crocker
David W. Crocker
Crocker's Boatyard, Inc.

DWC.trb

CC-Susan K Lee, U.S. Army Corps of Engineers

Travel Lift • Marine Supplies • Summer Dockage • Winter Storage • Boats Painted and Repaired – Wood & Fiberglass • Floating Docks

CT3-26

Jim Lewis

Phone 464-2146

GALES FERRY MARINA, INC.

CHAPMAN LANE – CLARK COVE
GALES FERRY, CONN. 06335

December 22, 1993

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

Enclosed please find comments regarding the Northeast Corridor Improvement Project Electrification Draft EIS.

Gales Ferry Marina is located along the Thames river in Connecticut. We are one of many boatyard and marinas located inland of the AMTRAK tracks and are dependent on the railroad drawbridges to allow our boaters to reach open waters.

The current policy has these bridges "open on demand" whenever a train is not "in the blocks" which necessitates the bridge being closed. Current scheduling has 20 trains passing during peak boating hours. Even with this amount there are documented problems of unnecessary bridge closings that AMTRAK has admitted responsibility for. With the proposed increase to over 50 trains per day, or one every 18-20 minutes, the access to our boatyards and marina could very well be ended completely. (1)

It appears that there has been very little research and study done to determine the impact of the Electrification proposal on the coastal marine trades of Connecticut. Businesses that will be affected on the Thames River alone include numerous marinas as well as the NLON Submarine base, submarines pass under the <u>open</u> railroad bridge. Proposals to dredge the Thames river to allow increased traffic and a home berth for the Coast Guards boats will be negetively impacted by the AMTRAK proposal. (2)

Jim Lewis

Phone 464-2146

GALES FERRY MARINA, INC.
CHAPMAN LANE – CLARK COVE
GALES FERRY, CONN. 06335

There will be severe economic impact to the area. In some cases, marinas will become totally inaccessible. In others, difficulties arising from moorings and slips becoming unreachable would be the final step in going out of business. It is apparent that the concerns of the Connecticut marine industry have to be addressed.

We oppose the Northeast Corridor Improvement Project in its present format. The impact it would have on Connecticuts fragile economy would be devastating.

Sincerely,

James Lewis

James Lewis
President

CT3-27

Hellier
YACHT SALES INC. 128 Howard Street New London, Connecticut 06320 Phone 203-442-1154 Next To Crocker's Boatyard

December 21, 1993

RECEIVED

Mr. Glen Goulet
US/DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Ref: Northeast Corridor Improvement Project Electrification Draft EIS

Dear Mr. Goulet:

I believe the Northeast Corridor Improvement Project Electrification will have a drastic and detrimental effect on the boating industry all along the corridor. At present, there are approximately 20 trains passing during peak boating hours, necessitating the closing of bridges; as this intended project will increase traffic to over 50 trains per day, or one every 18-20 minutes, it will become extraordinarily difficult if not nearly impossible for boaters to leave their boatyards to gain access to Long Island Sound. (1)

As a sailboat dealership, the effect of electrification would be devastating to us. We have built a 10,000 square foot facility on Shaw's Cove in New London which employs six full-time employee's; if we can't get boats out of our facility by water we will be forced to go out of business. Six people would lose their jobs, a thriving business would be destroyed, and an expensive facility would be left functionally obsolete.

Not only will there be a substantial impact on the boating world, the Connecticut and Thames Rivers both have abundant commercial traffic, as well as submarine traffic from the Navy base in Groton, and the passage of the US Coast Guard bark EAGLE. In effect, you are denying us all reasonable access to Long Island Sound. In the summer over 200 boats PER HOUR pass under the Baldwin Bridge in Old Saybrook - with the train bridge closed every 18 minutes, only a negligible number of boats will be able to pass through to the Sound. and if boaters can't boat, if

commercial traffic can't reach it's destination in a timely manner, you will have effectively killed an industry for the sake of an hour's less travel time for a very small minority of train passengers.

Please don't contribute to the ongoing abuse that recreational boaters must endure. If a high speed electric rail system is truly required, please give thorough investigation to an inland route.

Sincerely,

Vincent J. Petrella, President
HELLIER YACHT SALES, INC.

VJP:sks

CT 3-28

Jeanneau
NORTH AMERICA

22 December 1993

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Mr. Goulet:

RE: File No. 1992-02685N

I am writing to you today regarding Amtrack's possible increase of train traffic in the North East Corridor to over 50 trains per day. I am the principal of a company engaged in interstate commerce of sailing yachts. Our office is located on Shaw's Cove in New London inside the Shaw's Cove train bridge. Unless Amtrack can guarantee frequent and unhampered opening of the Shaw's Cove bridge, Jeanneau North America would be left with only two choices: 1. Go out of business. 2. Move and suffer the hardships and expense of a move which also might put us out of business.

(1) In the strongest way, I urge you to consider the very negative impact the electrification of the North East Corridor will have on the marine industry. I hope that you will work with Amtrack to insure reasonable and easy passage through train bridges for all vessels.

Thank you for the attention you give these comments.

Sincerely,

Wayne L. Burdick, Director
Jeanneau North America

128 Howard Street. New London, CT 06320 USA Phone 203.444.2072 Fax 203.442.8789

CT3-29

ESSEX ISLAND MARINA, INC.
ESSEX ISLAND
ESSEX, CONNECTICUT 06426
P.O. BOX 219
TEL. 203-767-1267
A QUALITY MARINA
A QUALIFIED BOATYARD

December 29, 1993

RECEIVED

Mr. Glen Goulet
US DOT/RSPA/NTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I am writing with great apprehension regarding the Northeast Corridor Improvement Project Electrification Draft EIS.

Our marina has been in operation for four generations and relies 100% on access by water. The ability of our customers, ie. income base, to navigate the Connecticut River and pass through the railroad bridge between Old Saybrook and Old Lyme is imperative. Currently the bridge opens on demand; and, we thank the bridge operators for their cooperation in accommodating the boating sector. This navigation situation is not limited to only my business, but any marine facility located north of the Old Lyme draw; and, those marine facilities upstream of bridges located on the Niantic and Thames rivers.

1 The proposed increase in the number of trains per day will greatly inhibit the ability for openings and negate the possibility of navigation. A negative economic effect will be experienced not only by marine facilities, but upland support businesses.

2 I feel a few other points should be considered. Improvement in my understanding is a betterment; with no service scheduled for the Old Saybrook and New London stations in the AMTRAK proposal, I feel improvement is not achieved.

3 The Shoreline East and Providence/Worcester freight railroads will experience an adverse effect as their use of the upgraded rails is in question. Commuters and consumers will both be affected with the loss of these services.

In closing, I must oppose the Northeast Corridor Improvement Project Electrification Draft EIS in its present form. Devastating economic impacts will be felt by myself and my fellow marine businessmen, along with surrounding support businesses.

Respectfully submitted,

Walter L. Schieferdecker
President

WS/cs

CT3-30

CT-3-30

DEEP RIVER MARINA, INC

RECEIVED

December 21, 1993

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr, Goulet,

As a Connecticut River marina owner and member of the Connecticut Marine Trades Association, I feel compelled to share with you my views on the proposed Northeast Corridor Improvement Project Electrification Draft EIS.

Deep River Marina lies inland of the Baldwin Bridge and depends heavily on the patronage of vessels which pass under the bridge on a daily basis. Even under the current poilcy which has the bridge 'open on demand' when a train is not scheduled to pass and which supports a schedule of twenty trains passing during peak boating hours, we still hear the occasional grumble of inconvenience. 1 Should this schedule increase to over fifty trains (150%!) or one every 18-20 minutes, I would expect an extremely negative impact on my business as well as on many other businesses in this area.

Connecticut's economy and this industry in particular are just beginning to show the signs of a slow recovery despite increasing regulation and restriction. To allow the Northeast Corridor Improvement Project Electrification Draft to be approved in its present form would knock back any recovery being made in this industry and most certainly impede its growth in the future. It is for this reason that I urge you to address the concerns of the Connecticut Marine Trades Association as they represent over 325 business owners like myself. The support of Connecticut's coastal marine trades and satellite businesses is necessary for the health of Connecticut's economy as a whole. Thank you for your attention to this matter.

Sincerely,

Douglas J. Van Dyke
President

Marine Supplies - Slips - Storage - Repairs
P.O. Box 363 50 River Lane Deep River, Connecticut 06417 203-526-5560

CT3-31

SAY NO

Citizens Against the Amtrak Electrification Project

"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it is the only thing that ever has."... Margaret Mead

January 11, 1994

Mr. Glenn Goulet, DTS 72
US DOT/RSPA
Volpe National Transport Syst. Ctr.
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

I am again responding to the DEIS and to the January 21, 1994 deadline.

I would first like to say that I am completely against the proposed Amtrak Electrification Project. Instead of reiterating what I know Jason Becker has already written, as Vice President of Citizens Against the Amtrak Electrification project, I support his position one hundred percent.

I would, though, like to add some additional comments.

(1) It has recently come to my attention that Amtrak now proposes to erect a third track in Connecticut to accommodate the freight trains. I feel it is essential that another DEIS containing such information be released, for all to review.

In light of the fact that such a proposal would undoubtedly have to include information pertaining to cost (who is funding it) and the effect it would have on the environment, it is imperative that not only another DEIS be issued containing such information, but also that the public comment period be extended for at least six months after its release.

It seems rather ironic that David Carol stated at the November public meeting that a third right of way would not be suitable because of the environmental problems and because of cost and time constraints.

(2) Please consider also the fact that the DEIS as it stands now is completely remiss in its responsibility in discussing alternate routes. In order to certify consistency with the Connecticut State Coastal Management Program, alternatives must be fully explored. Beginning with the selection of the shoreline route versus other possible corridors for high speed rail. I am sure you are aware of the fact that Amtrak had in 1991 done a study investigating high speed rail between Old Saybrook to East Greenwich, Rhode Island. We believe that study and also one which addresses the New Haven to Boson via Hartford route, plus the old airline route warrants complete investigation before an educated decision can be reached.

As taxpayers who are funding this project, we deserve to be fully apprised of the issues, not just bits and pieces and hearsay.

(3) To date $3.3 billion has been spent on the Northeast Corridor with an added federal contribution of $1.4 billion on this project to compete it. The FRA has a master plan in the works identifying an additional $2 billion of improvements to be done on these tracks. Amtrak acknowledges that with newer technology these tracks will very quickly become obsolete. So why should we, the taxpayers who subsidize Amtrak, pour our money into a financial basket case. Even Amtrak's President, W. Graham Clayton, admits "You couldn't give Amtrak away," when asked about privatizing Amtrak.

With that in mind, I ask you to consider what I have written and do me the favor of a reply as soon as possible with regard to another DEIS and the extension of the public comment period. If you have any questions, please call.

Thank you for your time.

Sincerely,

Marie Tyler Wiley

Marie Tyler Wiley, Vice President
Citizens Against the Amtrak Electrification Project
70 Front Street
Noank, CT 06340
Phone: (203) 536-8808

Jason C. Becker, President • 71 Island Road, Stonington, CT 06378 • Tel. (203) 535-4261

Telephone (617) 329-4639

CT3-32

Fax (617) 329-6974

International Brotherhood of Electrical Workers

Local Union No. 104

515 PROVIDENCE HIGHWAY (Route 1) • Room 104 • DEDHAM, MASSACHUSETTS 02026

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Mr. William T. Gage
Executive Office of Environmental
Affairs MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

Janauary 10, 1994

Dear Sirs:

1 I am writing you on the Northeast Corridor Electrification Project Draft Environmental Impact Statement/Report (DEIS/R). I have reviewed the document and feel that just about everything was covered by it. It was thorough and informative. It is my opinion that this project should proceed without much more delay. Not only will it improve the time it takes to travel between Boston and New York, but it will employ many construction workers that are now unemployed. This project is good for the economy and it is good for the environment and should be built.

Thank you for allowing me to express my opinion on this matter.

Yours truly,

Robert E. Ward

Robert E. Ward, B.M., F.S.,
I.B.E.W. Local Union No. 104

REW:jvn

CT3-33

CRANMORE, FITZGERALD & MEANEY
ATTORNEYS AT LAW
49 WETHERSFIELD AVENUE
HARTFORD, CONNECTICUT 06114-1102

JOSEPH V. MEANEY, JR. (203) 522 9100 FAX 522 3379

November 30, 1993

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS - 72
55 Broadway
Kendall Square
Cambridge, MA 02142

Re: Northeast Corridor Electrification Project

Dear Mr. Goulet:

This letter is in response to the draft Environmental Impact Statement filed pertaining to the above captioned matter. My family has owned land abutting Amtrak's line in Old Lyme, Connecticut for 42 years. Our property is located within the confines of the Point of Woods Beach Association. I am also a boat owner and I frequently navigate the rivers mentioned herein. The following are my comments concerning the draft Environmental Impact Statement ("Statement").

1 1. There is no mention in the Statement of the serious impact on marine traffic on the Connecticut, Niantic, Thames and Mystic rivers as a result of the electrification project. All rivers mentioned have low, moveable, railroad bridges which must be moved for larger boats (in excess of 25 feet) to pass. Based on Amtrak usage projections in the Statement (which are used to justify the project cost), trains will be passing any given point on the line every 15 minutes from 6:00 a.m. to 10:00 p.m. This is based on a 16 hour or 960 minute passenger train travel time window, divided by approximately 68 trains. This total number of trains includes additional trains from the expected extension of the shore line commuter line to New London. The cycle on these movable bridges is such that they cannot possibly open and close in enough time to accommodate both the projected number of trains and marine traffic on these four rivers. Thus, except for smaller water craft, marine traffic through the mouths of these four rivers will be effectively shut down during the 6:00 a.m. to 10:00 p.m. time period. This means marine traffic to and from the Coast Guard Academy and the U.S. Sub Base in Groton will be affected. All commercial, pleasure and fishing vessel traffic in the aforementioned rivers will likewise be affected.

(2) 2. Further, as was made clear by a representative of the Providence and Worcester Railroad, there will be no freight train traffic possible along the corridor during said hours because there simply is no window of time available for such traffic. This greatly impacts many businesses in Southeastern Connecticut dependent on the Providence and Worcester Railroad freight service.

(3) 3. In the Statement, electromagnetic field radiation is dealt with in one sentence. As you know, there are many studies, including one performed by the Federal Environmental Protection Agency, indicating the harmful effects of EMF radiation. There is no evidence of any reflection regarding EMF risks. Additionally, noise and vibration are projected to increase dramatically adjacent to the tracks. If the project is implemented, EMF radiation, noise and vibration will probably make some existing residential areas uninhabitable. The Statement does not discuss the consequences of such an impact. The implementation of the Project likely will result in the constructive condemnation of property and result in huge additional outlays for compensation to landowners.

(4) 4. In the Statement there are assumptions made based on increased usage of the rail line that are not supported by any empirical information. Amtrak's stated goal is to reduce air travel and highway travel by providing faster train service between New York and Boston. According to the Statement, a 3 hour and 55 minute train trip would be shortened to approximately 3 hours. There is no empirical information that suggests that people are going to take the train because of an approximately 55 minute time savings. There is no basis in the report for any of the assumptions used pertaining to ride usage. It strikes me that the ride usage assumptions are outcome determinative. That is they are set high enough to justify the cost to be expended on the electrification project.

(5)

(6) 5. The alternatives to the coast line route are not adequately discussed in the Statement. As presently proposed, the high speed train will operate along the coast line route on a rail bed that is more suitable for a scenic train than a high speed train. It is already admitted by Amtrak that the high speed train will not be able to exceed 85 miles an hour because of the curving nature of the track along the coast. Under the present proposal, the express train's only stop in Connecticut is in New Haven. Hartford is left out because the coastal route has been chosen. New London is left out, except for local trains. There is no reasonable explanation given as to why the inland route through Hartford cannot be used for this high speed train travel. This would benefit Connecticut. Under the existing proposal, Connecticut is expected to bear all the burdens and enjoy virtually none of the benefits of the high speed train service.

(7) 6. As opposed to an inland route which could be streamlined, the coastal route is interrupted by several road crossings and the aforementioned movable railway bridges. Not only will marine traffic be interrupted but highway and local road traffic likewise will be affected.

(8) 7. In the report there is mention of perhaps 300 new jobs being created as a result of this project. What is not mentioned is that none of these jobs will be created in Connecticut. In fact, the negative impact of closing the rivers to marine traffic and preventing freight service will likely cost Connecticut hundreds of jobs.

In sum, while faster train travel is perhaps a noble goal, the attempt to implement it in the manner suggested by Amtrak is not workable. The coast line of Connecticut from New Haven to the Rhode Island is one of the most scenic areas in Connecticut. Much development has occurred adjacent to the railroad tracks. Implementation of Amtrak's proposal will have a dramatic and negative impact on the entire Southeastern Connecticut Region. I trust that you will consider these comments in due course.

Very truly yours,

JOSEPH V. MEANEY, Jr.

JVM:kmn

cc: The Honorable Joseph Liebermann
United States Senate
Washington, D.C. 20510

The Honorable Christopher Dodd
United States Senate
Washington, D.C. 20510

The Honorable Sam Gejdenson
P.O. Box 2000
74 West Main Street
Norwich, CT 06360

Richard Blumenthal, Esq.
Attorney General
State of Connecticut
55 Elm Street
Hartford, CT 06106

The Honorable Lowell Weicker
Governor of the State
of Connecticut
State Capitol Building
Hartford, CT 06106

a:goulet.jvm\kmn

CT3-34

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Mark E. Block, Resident Principal, Norwich Office

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FILE NO. JOH900#12
johnsto3.ltr

January 18, 1994

RECEIVED 1/19/94

VIA OVERNIGHT MAIL

Mr. Glenn Goulet, DTS-72
U.S. DOT/RSPA
Volpe National Trans Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Re: Comment of Johnstone Partnership on Draft Environmental Impact Statement/Report; DOT-FRA-RDV-93-01-C; DOT-VNTSC-FRA-93-9.111; Chesebrough Private Railroad Crossing at MP 136.5, Stonington, Connecticut

Dear Sir:

I represent the Johnstone Partnership, which has a legal interest in the Chesebrough private railroad crossing in Stonington, Connecticut. The Chesebrough private railroad crossing was created in a deed from William Lord (a predecessor in title to the Johnstone Partnership) to the New York, Providence and Boston Railroad Company (a predecessor in title to the National Railroad Passenger Corporation), recorded March 13, 1838 in Volume 20, Page 556 of the Stonington Land Records, a copy of which I enclose. The Chesebrough private railroad crossing has remained open and in private ownership since that date until the present time. AMTRAK, in a letter dated December 22, 1993 from David J. Carol, NECIP Project Director, Government Affairs of National Railroad Passenger Corporation to Juan C. O'Callahan (the present owner of "Salt Acres," the former Johnstone residence), acknowledged that the Chesebrough private railroad crossing provides emergency access to and from the property.

The Chesebrough private railroad crossing is neither included in Volume I nor Volume III of the draft Environmental Impact Statement/Report, DOT-FRA-RDV-93-01-C/DOT-VNTSC-FRA-93-9.111. Chesebrough private railroad crossing should be referenced and included in Volume I of the draft

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(1) EIS, Table 4.4-4, Table 4.4-7, Table 4.8-2, Figure 5.2-1, Table 3.8-1, Table 3.9-7, Table 3.11-1, Volume III of the draft EIS, Table A-4, Figure 11 on Page A-10, Table 8-1, Page 8-3, Table 8-6, Page 8-10, Table 9-25, Page 9-42 and Table 9-26, Page 9-43.

(2) In addition, the draft Environmental Impact Statement is completely lacking in its attention paid to the proposed elimination of grade crossings as detailed in the draft report, "Plan for Elimination of Highway At-Grade Crossings," DTFR53-93-A-00002. The failure of the EIS to address the environmental impacts on the Chesebrough private railroad crossing constitutes a legal insufficiency in the EIS and must be corrected before the final report is issued.

I am enclosing the addendum as contained on pages C-189 and C-190 of the Northeast Corridor High Speed Rail Passenger Service Improvement Program, Plan for Elimination of Highway At-Grade Crossings, Dated April, 1993, DTFR53-90-A-0002 for your use. There are errors in the addendum which should be corrected as follows:

1. The paragraph entitled Existing Conditions on page C-189 should be corrected to state, although the crossing remains lawfully open, AMTRAK had made it impassible by removing the ramped-up ballast and spacers and placing solid barriers on both sides of the tracks. AMTRAK has taken steps to remove the barriers and is apparently in the process of replacing the ramped-up ballast with rubber spacing blocks to make the crossing passable.

2. A chain has been placed between upright posts on both sides of the tracks and padlocks have been placed thereon. Keys to the padlocks are being requested from AMTRAK by the property owners.

3. The following paragraph should be corrected to state that presently a new residence is under construction on one of the newly created lots.

4. The final paragraph of page C-190 should be corrected to state that the Chesebrough private railroad crossing is and remains lawfully open. AMTRAK, FRA and Conn. DOT should cooperate to ensure that the Chesebrough private railroad crossing remains open and passable, to wit, to see that no barricades are reinstalled, that ramped-up ballast consisting of rubber blocks or other suitable material be placed to

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FILE NO.

ensure that proper passage can be made over the tracks and that keys to the padlocks on the chains on both sides of the tracks are provided to all owners of the property, the Stonington Fire Chief and Police Chief so that in the event of an emergency no time is lost.

Please note that the proper spelling of the name of the crossing as described in the deed recorded March 13, 1838, is "Chesebrough."

Very truly yours,

Frank N. Eppinger

FNE:dmw

cc: Ms. Katherine T. Johnstone
Ms. Catherine M. Johnstone
Mr. Juan C. O'Callahan
Mr. Richard Dietrich

CT3-35

RECEIVED 1/21/94

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January 9, 1994

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

Reference Number: 2384
Amtrak Electrification Project

Gentlemen:

This firm has been retained by the Town of Stonington to present to you its position for opposing the Northeast Corridor Electrification Project. By letter of August 16, 1993, the Town of Stonington had gone on record opposing the closings of grade crossings. The Town of Stonington continues to oppose this aspect of the proposal as well as the entire Electrification Project. (1)

The Town of Stonington contains miles of shoreline along Long Island Sound and numerous tidal coves. Access to the water together with the magnificent vistas of Long Island Sound and Block Island Sound are considered Stonington's most vital resource. Therefore, every effort to protect and preserve this asset will be made. The current Northeast Corridor system runs along approximately 90 percent of Stonington's coastline. Consequently, the electrification project is of utmost concern to Town Officials.

(2) The impact of this project threatens the citizens of the Town by increased noise, vibration, and the unknown health hazards from an electromagnetic field that will be created by the installation of the power lines.

(3) Many vistas will be blocked by the construction of the huge power lines. State policies and the goals of Coastal Area Management have stated that an adverse impact on coastal resources would be a "degrading, visual quality through significant alterations of natural features of vistas and view points". See Connecticut General Statutes, Section 22a-93(F). The proposed power lines (4) are in direct conflict with this statute. Furthermore, the electrification project will have untold effects on an extensive list of wildlife and endangered species who's habitat is along the coastline. Many local species may not be able to continue life and breeding along Stonington's coastline due to the increase in noise and vibration, coupled with the electromagnetic fields.

To propose construction of an electrification project in the backyards of a very densely populated area, such as the coastline of our Town, is not only foolhardy, but reckless. The Town of Stonington strongly opposes this project and urges the cancellation of the proposal.

Very truly yours,

Thomas J. Londregan
Conway & Londregan, P.C.

TJL:djk

CT3-36

Connecticut Fund for the Environment

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January 19, 1994

Mr. Glen Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: Northeast Corridor Electrification Project DEIS/R
EOEA Number 9134

Dear Mr. Goulet:

Connecticut Fund for the Environment (CFE) is a not-for-profit advocacy organization dedicated to the protection, preservation and enhancement of Connecticut's environment. CFE has over 3000 members across the state. The Environmental Defense Fund (EDF), is a national environmental advocacy group. EDF's has offices across the country, with its headquarters in New York City. At the moment, both of our organizations are concentrating much of our efforts on clean air and transportation issues. As such, we are very interested in the Northeast Corridor Improvement Project's plans to electrify the train line between New Haven and Boston.

In general, CFE and EDF are supportive of efforts to expand and improve mass transit services. High speed rail service between Boston and New York is a goal worthy of serious study. We are pleased that the federal government has recognized the potential benefits of greatly upgrading passenger rail service as an alternative to costly and environmentally destructive new highway construction or airport expansion. However, a review of the draft Environmental Impact Statement/Report (DEIS/R) for the Northeast Corridor Improvement Project Electrification and its supporting documents reveals an issue which must be resolved.

It is axiomatic to us that any improvements or changes to the Northeast Corridor take into consideration the needs, both passenger and freight, of all current and future rail operations. We are concerned that the DEIS/R fails to adequately analyze the possible effects (1) of the proposed service's effects on current commuter rail service, and that there is a lack of documentation supporting the report's ambiguous conclusions in this

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area.

Volume I of the DEIS/R treats this subject in a very perfunctory manner. The impact to current commuter rail service (i.e., Shore Line East in Connecticut) is not mentioned until the summary chapter of the DEIS/R. In fact, the reference to commuter rail is only one sentence: "All of the projected 2010 intercity, freight and commuter operations can be accommodated on the corridor, with no adverse impacts to commuter service expected." DEIS/R, Volume I, p. 5-22.

The Technical Studies (Volume III of the DEIS/R) does not help substantiate this conclusion. Technical Study 9, "Transportation, Traffic and Circulation," does not provide a basis for the conclusion that commuter rail operations would not be affected by the proposed high-speed service; instead it retreats somewhat from the DEIS/R's unambiguous statement, stating that expected traffic levels on the NEC in 2010 will "raise the demand on the NEC to near capacity levels...", and that strict new operational measures will be required to accommodate all of the expected 2010 traffic on the corridor. DEIS/R, Volume III, p. 9-28, 29. No evidence, either through computer modeling or otherwise, is offered to support these conclusions.

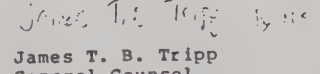
Shore Line East service has surprised even its most ardent supporters. Early ConnDOT estimates predicted that the service could expect approximately 800 riders per day by 2010 <u>if</u> significant service improvements were implemented (i.e., a new station at State Street, additional cars, etc.). The local regional planning authority predicted that a level of 1,100 riders per day was achievable with those improvements by 2010. Shore Line East tops those numbers today, without any of the specified improvements.

Significant improvements and enhancements are planned to make the service more attractive; these plans are part of a collaborative effort designed to find a long-term solution to the perpetual traffic congestion on I-95 over the Quinnipiac River. Given the great importance that Shore Line East has to the vitality and the economy of the New Haven area, the final EIS must address the question of the proposed service's effect on Shore Line East. It must be shown that any new service will not compromise the current or future operations of Shore Line East.

As we stated previously, we support the concept of high-speed rail service between Boston and New York. However, we have grave reservations concerning any disruption of commuter rail service. We hope that these comments will be carefully considered, and that they will prove helpful in developing a complete final EIS/R.

Very truly yours,

Michael Stern
Staff Attorney
Connecticut Fund for the Environment



James T. B. Tripp
General Counsel
Environmental Defense Fund

CT3-37

SAY NO

Citizens Against the Amtrak Electrification Project

"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it is the only thing that ever has."... Margaret Mead

January 24, 1994

Mr Glenn Goulet, DTS 72
US DOT/RSPA
Volpe National Transport. Syst. Ctr.
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Glenn.

Could you ask DMJM to look into the question

(1) Is there any danger of electrocution to birds, marine life, animals, or humans from the power lines to be installed for the Amtrak Electrification Project?

Perhaps this subject should be covered in the Environmental Impact Study. Thanks for passing it on.

Sincerely,

Jason C. Becker

Jason C. Becker, President • 71 Island Road, Stonington, CT 06378 • Tel. (203) 535-4261

CT3-38

SAY NO

RECEIVED 1/25/94

AFTER DUE DATE

Citizens Against the Amtrak Electrification Project

"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it is the only thing that ever has."... Margaret Mead

January 21, 1994

Mr. Glenn Goulet, DTS 72
US DOT/RSPA
Volpe National Transport. Syst. Ctr.
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

I have sent you on December 3, 1993, comments on the draft environmental impact statement (DEIS). I presume my previous comments and those enclosed, representing views of a group of concerned citizens (Citizens Against the Amtrak Electrification Plan), will be entered in the record.

I am also requesting a postponement in the due date of January 21, 1994, because my several requests for information from Amtrak, which information is central and relevant to the Amtrak Plan and to the DEIS, have been ignored I enclose a copy of my last of three requests

Third, in view of Amtrak's failure to provide our group with essential information, I am requesting under the "equal protection clause" of the United States Constitution funds from either the National Rail Passenger Corporation (NRPC) or the Federal Railway Administration (FRA) to allow our group to obtain the input of experts on subjects such as (a) alternative means of locomotion, (b) alternative routes, (d) electromagnetic fields, (d) effect on the environment and (e) energy alternatives which subjects are germane to understanding and assessing Amtrak's plan and the DEIS. We would require a grant of no less than $100,000 to obtain the input and counsel of experts.

Our comments are enclosed. If you have any questions, please call me at (203) 535-4261.

Sincerely,

Jason C. Becker

cc: William Harsch, Esquire

Jason C. Becker, President • 71 Island Road, Stonington, CT 06378 • Tel. (203) 535-4261

COMMENTS ON THE

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

1. We do not believe the DEIS has met the requirements of the National Environmental Policy Act (NEPA). For example, the DEIS does not present in any detail a number of alternatives to Amtrak's plan or to Amtrak's methods of executing its plan. Mention is made of (some) alternative means of locomotion but there are no comparisons of data relevant to which means is best. How, for example, do the gas-turbine, diesels, magnetic levitation and other means of locomotion compare on criteria such as total energy requirements, overall cost, cost per passenger seat mile, maintenance cost, release of pollutants (including power plants), noise, vibration, electromagnetic fields (EMF), total project and taxpayer cost, passenger comfort, effect on wildlife including fish, effect on public health, effect on fares, time and length of trips, and effect on jobs (in the USA)? Where are the studies of alternate routes that are referred to in the DEIS and how do alternate routes such as the air route, via Hartford route, and near Route 95 route between Old Saybrook, CT and Kenyon, RI, compare on the basis of cost, effect on public health, ultimate passenger fares, time and length of trips, long-term maintenance expense, effect on the environment, effect on wildlife, and ability to carry future trains at speeds necessary to remain competitive with the Boston-New York City air shuttle as well as to recognize advances in technology? The fact that the DEIS refers, briefly, to alternatives is not the same as analyzing alternatives with an open mind to determine which alternative is best. The public interest is not served by predetermining what the route and means of power (locomotion) shall be, then, in a perfunctory fashion, ruling out alternatives which appear to us to

be superior. For example, we believe that using a gas turbine or diesel train will result in a saving to the taxpayer of $1.0 billion, eliminate the public health hazard from EMF, present lower fares to passengers, all without any adverse impact on the environment. Further, we believe that burdened with excess capacity, the electric utilities, Hydro Quebec included, have exercised undue influence on Amtrak. Indeed, Amtrak's statement to the effect that: "Look, we've got electricity running from Washington to New Haven so we might as well run it from New Haven to Boston" reflects the lack of depth of analysis critical to arriving at the right decisions.

Lastly, the comments of elected officials that the Amtrak Plan is a "done deal" seems to support our belief that the DEIS, paid for with funds from a sponsor of the Amtrak Plan (FRA), did not meet the standards set by NEPA. The thinking seems to be: "If it's a 'done deal,' let's just go through the motions and not waste money doing a real, in-depth, look-at-all-the-alternatives DEIS." The US/EPA came out in favor of the Amtrak Plan before an environmental impact statement (EIS) was completed and published, which also suggests that NEPA is being given short shrift. We believe the Public is shortchanged by a process which presupposes that the Amtrak Plan is the best plan and we believe the premature endorsement of the Amtrak Plan by the US/EPA "poisons the well" by communicating to all, particularly those charged with writing the EIS, that objectivity and thoroughness, as charged by NEPA, can be swept aside. The "done deal" statements and premature endorsements by government agencies, make a farce out of the process of public hearings, public comment periods, and the writing of an EIS.

2. We believe the DEIS is in error or misleads in many of its statements. Here are a few examples:

5 (a) From anecdotal conversations with knowledgeable people, we sense that there will be a net loss of jobs in Connecticut, not a gain. We believe the impact on New Haven will exceed 100 jobs, not the 51 claimed in the DEIS. We believe eliminating New London as an express stop will create a job loss in New London. We object to DEIS reporting job gains in large type and job losses in very small type. The DEIS and EIS should state, in the same type size, where (in what cities) job gains and job losses will occur and the number gained or lost.

6 (b) It is not scientifically valid to compare the earth's magnetic field to electromagnetic fields (EMFs) created by the Amtrak project. The earth's field is not 60 Hz and not alternating current. The concern about cancer and other illnesses from EMF is based on 50-60 hertz, alternating current. Implying in the DEIS that since we have 500 milligauss from the earth's magnetic field and lower milligauss from electric trains' EMF, there is no health concern is scientifically unethical and misleads because: (a) the electromagnetic fields are different and only alternating current has been identified as a health hazard and (b) there are no reliable studies of the effects of the earth's magnetic field on peoples' health whereas there are many studies of 50-60 hertz alternating current EMF on health.

7 (c) The DEIS' statement and conclusion that, since the EMF generated by the Amtrak project is one-one thousandth of health standards, there is

no public hazard, ignores conclusions of universities and scientists studying EMF to the effect that low levels of EMF may be more harmful than high levels. The scientists who have done either laboratory, epidemiological, or occupational studies tell us: there is now more concern at the low end of the spectrum, called "extremely low frequency" (ELF) magnetic fields. Indeed, the recent Swedish studies of 500,000 people, of which 100,000 were children, established that at only 3 mG there was a 3.8 times increased risk of leukemia in children. A similar test in Denmark (1992) found that the risk of cancer increased 5.6 times at 4 mG or more.

The experts I have talked to on this subject include: Dr. Zory Glazer, Johns Hopkins University; Dr. Reba Goodman, Columbia University; Dr. John Adams, Carnegie-Mellon University; and Dr. Abe Liboff, Oakland University. A letter from Dr. Liboff is enclosed. Studies now underway at Stony Brook Medical Center and the National Cancer Institute will look at low levels of EMF. I also would suggest you talk to the U.S. Food and Drug Administration and Melodie Peters, Connecticut legislature, who is studying EMF.

Carnegie Mellon, an institution which has a department studying EMF, has declared "there is clear evidence that fields (EMF) can produce hormonal changes" and "possible risks include cancer, birth defects and chronic depression" and "there is evidence that suggests that across the range of field strengths commonly encountered by people, stronger fields may not pose greater risk than weaker fields."

Please, also, refer to the excellent article on EMF written by Bette Hileman (*Chemical & Engineering News*, November 8, 1993) which states: "Therefore, reducing (EMF) fields may not necessarily make the fields safe; in some cases it could, in fact, make them more dangerous."

8 (d) In Volume II of the DEIS, several maps of property near the rail line call "wetlands" by another name: "Forest, vacant, undeveloped." This is grossly misleading. One example of this is on Sheet 10 of 29, land adjacent to or in the vicinity of Wequetequock Cove. The official Town of Stonington map clearly designates this area as "wetlands," not "forest, vacant, undeveloped."

9 (e) The EMF field measurements given in the DEIS are in conflict with those in a study by that agency charged with responsibility for measuring EMF: the US Department of Energy (DOE). DOE states that between New York City and Washington, DC, the average EMF is 134 mG at head level, with peak fields reaching 628 mG.

10 (f) The DEIS' conclusion that there is no health hazard from EMF is in conflict with recent scientific evidence. This includes studies by Carnegie-Mellon's Department of Engineering and Public Health (Dr. J. Adams); Columbia University Medical School (Dr. Reba Goodman); US/EPA's *Evaluation of the Potential Carcinogenicity of Electromagnetic Fields*, Oct., 1990; and the Swedish study linking EMF to leukemia in children (*American Journal of Epidemiology*, Oct. 1, 1993). We believe the DEIS creates a misleading impression by

omitting references to the many occupational and field studies showing a link between EMF and leukemia, breast cancer, birth defects, brain cancer, and chronic depression.

Five studies have indicated that EMF (from electric blankets) may play a role in miscarriages (Gerri M. Lee, California Department of Health Services, Berkeley).

Studies on the EMF health hazard are underway or completed at the National Cancer Institute; Stony Brook Medical School; Columbia Medical School; Veterans Administration, Loma Linda, CA; Richard Stevens Life Sciences Center, Batelle Pacific Northwest Laboratories; Jack McLean, Canada's Department of National Health Welfare, Ottowa; Robert McGivern, University of California, Los Angeles; Midwest Research Institute, Kansas City, MO; Dr. Genevieve M. Matanoski, Johns Hopkins University School of Hygiene and Public Health; Dana P. Loomis, University of North Carolina; Dr. David Savitz, Department of Epidemiology, University of North Carolina; Dr. Nancy Wertheimer, University of Colorado Health Science Center, Denver, Colorado; Juan C. Scaiano, University of Ottawa, Canada; Dr. Joseph Kirschuink, Division of Geological and Planetary Sciences, California Institute of Technology; and Dr. Abe Liboff, Department of Physics, Oakland University, Rochester, Michigan. DEIS writers should contact these people to determine what studies have been done or are underway to determine the health hazards from EMF.

WE CONCLUDE THAT THE DEIS' STAFF HAS BEEN NEGLIGENT IN ITS FAILURE TO REPORT (A) RESULTS OF EMF STUDIES TO DATE; (B) EMF STUDIES NOW UNDERWAY; AND (C) LOSSES IN PROPERTY VALUES IN VARIOUS STATES AS A RESULT OF FEAR OF EMF. In this regard, we cite recent examples of property owners in California and New York State who have been compensated for property loss, whose properties' values have been cut in half, or whose properties have become unsaleable, all because of EMF.

11 (g) Stating that a gas-turbine train is unacceptable because of the need to run on electricity in Penn Station, when, in fact, a gas-turbine train or diesel-electric train can carry an electric shoe which would pick up the third rail in Penn Station making any delay or change of engines
12 unnecessary, is incorrect. Today, Amtrak gas-turbine trains operate in and out of Penn Station without difficulty. We understand New York
13 State is investing millions of dollars to upgrade Amtrak gas-turbine trains (NY DOT).

3. We believe the DEIS' failure to include resolution of the crossings' issues or
14 the effect of planned action on crossings is an omission that disqualifies the DEIS as a complete work. Congress is quite clear in its Amtrak Authorization and Development Act of 1992 (Public Law 102-533, H.R. 4250; Oct. 27, 1992), as is the FRA in its April draft report on crossings, that high speed trains and unmanned crossings are incompatible from the standpoint of safety. Leaving the crossings as is not only flies in the face of safety (CBS's recent TV program on crossings said there is an accident every

90 minutes in the U.S.) but, under FRA/Amtrak guidelines, train speeds must
15 be reduced at crossings. This reduction in speeds is incompatible with Amtrak's desire to compete with the airlines by offering the public "fast trains." Stated another way, leaving the crossings as is and doubling the speed of trains, thereby ignoring and overriding safety speed limits, is irresponsible. Obviously, modification of the 15 crossings between Boston and New Haven will have an effect on the environment. Should Amtrak be allowed to proceed with an incomplete plan, that is, one which leaves the crossings' issues up in the air? What we have now is a partial DEIS. We need a DEIS that includes all major environmental impacts. Before an environmental impact statement is issued, the FRA needs to announce its
16 decision with respect to the 15 crossings and hold public hearings. It is unethical and misleading to omit the disposition of crossings from the DEIS on the empty claim that crossings and high speed trains are distinct, unrelated issues.

Here is a direct quote from an FRA document:

> "The Amtrak Authorization and Development Act of 1992 directs the Secretary of Transportation to prepare a Program Master Plan (PMP) for improvements to the Northeast Corridor main line railroad between New York and Boston that will support regularly scheduled, safe and dependable passenger service between these cities in three hours or less, including intermediate stops. As part of the PMP, the Secretary is to develop a plan for the elimination of all existing at-grade crossings of the main line."

Also:

> "The elimination of at-grade crossings of the Northeast Corridor main line has long been regarded as a necessary improvement for implementation of safe, high-speed rail passenger service."

and

"The last at-grade crossing between New Haven, Connecticut and Washington, D.C. was closed in 1982."

4. We believe the DEIS is incomplete in its failure to:

17 (a) include sulfur dioxide (SO_2), ozone (O_2) and carbon dioxide (CO_2) as pollutants.

18 (b) show a comparison of air quality resulting from different modes of locomotion (gas turbine, mag-lev, diesel, and electric) excluding the effect of legislation and automobile emission testing which are unrelated to the Amtrak project. It is misleading to show numbers where pollution is reduced due to legislation already enacted rather than due to the Amtrak proposal. We believe the data will show that the newer diesels and gas turbine trains will create a better air quality than the electric train proposed due to the inefficiencies of manufacturing electricity in a power plant and then shipping it over many miles of wire and through transformers to trains.

19 (c) support its basic assumption that 38% of airline passengers will desert airplanes and switch to Amtrak's electric trains. The DEIS should include the market research which supports this conclusion. It should

20 also include (a) what the new fares will be, (b) the projected cost of the project, and (c) the effect on Amtrak's profit. We have research that casts doubt on the basic DEIS assumption that 38 out of every 100 airplane passengers will quite air travel and switch to Amtrak.

(d) comment on the US National Disability Act and what changes, if any, will be made at stations to accommodate travelers who are disabled.

21 (e) include all accidents at crossings, not just at certain crossings, including the recent accident in Groton, CT, where a vehicle was struck (late December 1993 or early January 1994).

22 (f) mention that Amtrak is currently investing (public) funds to upgrade gas-turbine trains in New York State.

23 (g) mention that an Amtrak gas-turbine train set a speed record (170 MPH) in 1967.

24 (h) mention a proposed MAG-LEV train (non-Amtrak) which is on the drawing board and which will operate between Boston and New York in two hours (anecdotal).

25 (i) mention that Amtrak studies show at least two alternative routes with "no fatal flaws" (anecdotal).

26 (j) mention the new Chrysler experimental gas-turbine automobile.

27 (k) mention the new Cummins's diesels which reduce pollution by 50%.

28 (l) mention the US/EPA 1990 staff report recommending that EMF be classified as a carcinogen.

29 (m) mention the accident record of Amtrak over the past 10 years.

30 (n) mention that Congress has asked the US General Accounting Office to investigate Amtrak's practices, including the high-speed rail project.

31 (o) compare the cost of running an electric train to a gas turbine and (newer) diesel train in 2010, to include fuel cost assumptions for each mode of locomotion.

5. The DEIS omits very relevant studies on alternate routes and alternate

32 locomotion systems. Most importantly, the DEIS deliberately omits reference to US/DOT's Commuter - Intercity Rail Improvement Study which includes "A PROGRAM OF REALIGNMENT TO PERMIT HIGHER SPEED ON CURVES, PRIMARILY BETWEEN PROVIDENCE AND

NEW HAVEN. THE CURVE ALIGNMENTS ARE ESTIMATED AT $715 MILLION AND WOULD YIELD AN AVERAGE SPEED OF ABOUT 90 MPH. IF THE BOSTON-NEW HAVEN LINE WERE ELECTRIFIED PRIOR TO IMPLEMENTING REALIGNMENTS, THE COST OF SUBSEQUENT CURVE STRAIGHTENING WOULD BE SUBSTANTIALLY INCREASED."

This same study shows times of trips:

(a) Minor changes (no electrification): 3 hours

(b) Electrification: Just under 3 hours

(c) Electrification and Curve Straightening: less than 2-3/4 hours

(d) Electrification, Curve Straightening and Shoreline By-Pass: less than 2-1/2 hours

This means Amtrak will spend over $400 million in public funds for a system (electrification) that saves about 10 minutes of travel time.

6. The performance of Amtrak, to date, raises questions about the ability of
33 Amtrak to capture 38% of the current air line passenger market between New York City and Boston. We note:

(a) Amtrak has been losing customers since 1980. The DEIS and EIS should state Amtrak's passenger count over the years in the northeast corridor.

(b) Amtrak has significant down-time on its electrified lines - more than on its non-electrified lines. As electric utilities experience occasional

shortages, Amtrak has to cut back service. In recent days there have been many Amtrak delays and cancellations due to electric down time. For example, on January 19, 1994 Amtrak canceled 50% of its trains (only) on the electrified line between New York City and Washington, DC.

34 (c) The DEIS and EIS should provide the public with Amtrak's on-time record which we believe to be much poorer than the airlines.

35 (d) Pennsylvania Station is avoided by many travelers due to the high crime rate and the unsightliness of the environment there, including the many homeless people sleeping on the floor.

7. Two of the adversely affected towns recently voted to stand against the Amtrak Electrification Project: Groton and Stonington. This occurred despite the questionable practice of an Amtrak executive threatening that if Amtrak's plan doesn't go through or if Amtrak has to move to an inland route, Amtrak may choose to discontinue service on the shoreline route.

8. We believe the DEIS is deficient in that it states that many of the adverse
36 impacts resulting from the Amtrak plan can be mitigated. However, not only does the DEIS fail to tell its readers what the cost of the mitigations is but DEIS fails to mention that there are no funds authorized to cover the cost of all the mitigations. We urge the writers to be more forthright and provide the public with the cost of the mitigations, recognizing that it is misleading to suggest that the adverse impacts will be corrected with "mitigations" when the budget does not allow this.

9. As noted above, the DEIS is deficient in not providing comparisons with alternatives. Most tables show "Existing (1988)", "2010 No Build" and "2010 Electrification." They should, as a minimum, provide alternatives including: "2010 Gas Turbine," "2010 Diesel," "2010 Mag Lev," and "2010 alternative route."

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10. Has the DEIS staff calculated:

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(a) Minimum trip time with 4 express stops using current equipment?

(b) Minimum trip time with 4 express stops with electrification?

(c) Minimum trip time with 4 express stops with gas-turbine and/or diesel trains using an electric shoe which allows transit in and out of Pennsylvania Station? (The DEIS incorrectly asserts that a gas-turbine train cannot traverse Penn Station.) We suggest the DEIS staff contact both a turbine manufacturer (Pratt & Whitney) and a newer diesel manufacturer (Cummins) and then compute the time of different forms of locomotion.

11. The DEIS should have covered what we understand to be an Amtrak plan to build a third rail to handle freight trains. Obviously, a third rail along the coastline poses major cost and environmental challenges. In many sections of the shoreline route, there is no room for a third rail without filling in wetlands or water-covered land adjacent to the railroad. Are there funds for

39

a third rail? Is a third rail feasible? What is the impact on the environment and on freight service?

12. The DEIS should have noted that (at least) two sections of track, west of New Haven and north of Providence, are owned by parties other than Amtrak. These parties have priority over their section of track. We believe that in at least one instance, west of New Haven, commuter rail (Metro North) has priority over Amtrak. So, if an Amtrak train is late leaving New Haven heading for New York City, Metro North's schedule does not allow Amtrak trains to make up lost time. This means with an increase of more than twice as many trains on an already over-burdened track, Amtrak's on-time record, already "poor," will deteriorate further.

40

13. We believe the nature of the shoreline route makes it a poor choice for high speed rail. By "nature" we refer to the curvy, serpentine character of the rails particularly between East Greenwich, RI, and Old Saybrook, CT. We also refer to the 5 movable bridges and over 50 fixed bridges, the wetlands, the crossings, the wildlife and marine life, tourism inherent in waterfront attractions, boating, commercial barge traffic, naval vessel traffic, and the cost of modifications inherent in railbeds along water or between bodies of water. Lastly, "nature" refers to the frequent fog, occasional nor'easters and hurricanes. The DEIS fails to provide qualitative and quantitative comparisons with other routes. We note that the FRA and/or NRPC (Amtrak) have imposed speed limits on bridges and crossings presumably for reasons of safety. We believe these speed limits are inconsistent with Amtrak's goal of high speed trains. Also, we hope Amtrak is aware of the need to reduce the time of travel as technology improves and competition

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increases. This will be difficult to do along the shore route and, even if possible, will become prohibitively costly. Stress and torque demands of higher speed trains place a burden on curves and bridges, which burden poses a substantial safety problem -- one that endangers lives. The DEIS should comment on safety problems on bridges and on curves as well as problems created by adding a large number of high speed trains.

14. The DEIS assumes that 38% of airplane passengers will switch from planes to Amtrak trains. That is, if Amtrak reduces its express train time of transit between New York City and Boston from 4 hours 11 minutes to 3 hours, 38 out of every 100 people will switch off of planes onto Amtrak trains. The DEIS further assumes that as people switch from planes to trains the airlines will shrink the size of the planes. So, if a particular plane load decreases 10%, the airline will, thereupon switch to a smaller plane, one 10% smaller and one which emits 10% fewer pollutants. This chain of assumptions leads the DEIS to two conclusions:

(1) The smaller planes will pollute less and, therefore, air quality will improve, and

(2) The people switching to trains will triple Amtrak's ridership (thereby giving Amtrak an economic boost).

Recognizing that the $1.35 billion cost of the high speed train project will be borne by the taxpayers, because Amtrak is a subsidized-by-the-US Congress operation losing over $1.00 for every $1.00 it takes in, FRA and NRPC are willing to proceed relying on the above questionable assumptions. Certainly, a private corporation would not spend $1.35 billion of its stockholders'

money on so flimsy a scenario. No reasonable, sane person would spend $1.35 billion on the assumptions that (a) 38% of airline passengers will switch to trains, (b) airlines will reduce the size of their planes, (c) the smaller planes will create less pollution and (d) train ridership will triple.

The fact is that even with a 3 hour train transit time, a round trip between Boston and New York City by air saves the traveler no less than 3 hours, 20 minutes. We do not believe market research will support Amtrak's contention regarding the switch from planes to trains. We believe the DEIS needs to be more forthright by listing, in one section, all of the assumptions necessary for Amtrak to achieve its stated goals and the market research which has been done to support its basic assumption on airline passengers switching to rail. Surely, the DEIS' writers and staff are aware that any project of this size must be supported -- at the very least -- by consumer research which supports the hypothesis: many people will opt for high speed trains (average speed 76 MPH) in place of planes (average speed 350 MPH).

15. We note in the DEIS that train speed limits at crossings are being increased from 70 MPH to 100 MPH (e.g. Walker's Dock) or from 95 MPH to 150 MPH (e.g. Lazy Lady Farm). We note that, at stations, speed limits are being increased from 60 MPH to 150 MPH (Route 128). We presume the "need for speed" is the engine driving the numbers; that is, for Amtrak to accomplish its goal of a three hour trip, speed limits which were set solely for reasons of safety must be violated. We note, for example, that at the Palmer Street crossing in Stonington the chance of a fatal accident doubles. We conclude that raising the speed limits to accommodate Amtrak's goals

presents an environment that becomes intolerably dangerous. The DEIS should say so in unequivocal, clear language.

16. We believe the DEIS is deficient in not listing all endangered or threatened species (per CT/DEP and US/EPA) in areas near the rail line. Also, the DEIS should state which species will be threatened with extirpation by the Amtrak project. Finally, the DEIS should state which species have been extirpated (became extinct) in Connecticut, near the railroad, in the past 20 years. 47

17. The DEIS should give one or more examples of where electrification or increasing rail speeds has led to increased ridership. The Chicago-Milwaukee high speed train project has elected diesel-electric engines as "the preferred technology." 48

18. We believe the DEIS is in error when it states that EMF radiates (only) to 150 feet. We believe the DEIS should state the sources of this claim. We believe that research shows EMF emissions can radiate into ground and air beyond 150 feet. 49

19. We believe the DEIS is in error in assuming that there are safety standards for EMF or electromagnetic radiation (EMR). We urge DEIS to check with competent scientific authority as to what levels of EMF or EMR, stated in milligauss, are considered "safe levels." It is our understanding that several recent studies, including one undertaken in Sweden and reported, after peer review, in the *American Journal of Epidemiology* (Oct. 1, 1993) conclude that exposure to levels as low as 3 or 4 milligauss are linked to a 3 to 4 times 50

increase in the incidence of leukemia in children. We urge the DEIS to consult with those who have conducted research and state the results of the research in the EIS.

20. The DEIS and EIS should state what effect on bridge openings (for passage of marine vessels) the Amtrak plan will have. How much time is available and how much time will be available for boats, barges, or ships to navigate where there are movable bridges? 51

21. Several property owners have already complained about falling property values. One Town of Groton property owner has already received a $10,000 abatement on the value of her home which is near the railroad and near the planned Esker Point paralleling station. A member of our group claims she was advised by an appraiser that her home's value would be reduced 50% by implementation of Amtrak's Electrification Plan. The DEIS excludes from mention many homes facing similar losses of value. We estimate that over a five-year period, just two towns - Groton and Stonington - will lose $12 million in property tax income. 52

22. The DEIS should estimate EMF levels at any nurseries, hospitals, schools, old-age homes, and retirement homes within 250 feet of the rails. 53

23. The DEIS should state that there is no correlation between electrification and cleaner air. In fact, the one county in Connecticut which has the highest percentage of electrified rail in the United States (Fairfield), has the worst air quality. The air quality along the electrified DC to New York City route is 54

among the worst in the USA. Indeed, the rule seems to be the more electrification, the lower the air quality.

24. We believe that currently available equipment has the necessary speed to accomplish Amtrak's goal of a 3-hour trip between New York City and Boston. The DEIS should validate this hypothesis, to wit, currently available, U.S. manufactured, low-polluting diesels can make the trip in 3 hours. If this hypothesis is correct, the US taxpayer saves (about) $1.0 billion. (55)

I will be pleased for furnish prompt documentation for any statement made in these comments. I have done so in the past. You may reach me at (203) 535-4261.

Jason C. Becker

CT3-39

Connecticut
Marine Trades Association, Inc.
20 PLAINS ROAD • ESSEX CONNECTICUT 06426 • (203) 767-2645

January 20, 1994

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway, Kendall Sq.
Cambridge, MA 02142

Re: Northeast Corridor Electrification Project DEIS/R

Dear Mr. Goulet:

On November 30, 1993, the Connecticut Marine Trades Association (CMTA) submitted comments regarding the Northeast Corridor Improvement Project Electrification Draft EIS. (A copy of that letter is enclosed.)

A major concern that CMTA raised was the lack of information regarding the economic impact on the marine trades located inland of the proposed electrification project.

(1) To further emphasize our concerns, CMTA has been surveying affected marine businesses to establish a dollar figure that could result if access to the inland marinas were denied due to the AMTRAK bridges being closed. The increased time of closure has been clearly laid out in the electrification proposal which states that more, and faster, trains will be using the trackage during prime boating hours resulting in the rail draw bridges not being able to open.

Using Niantic Connecticut as an example, it is very clear that the impact of non-access to the facilities inland of the bridge with its 11' clearance would be devastating to its economy. If access was limited, the loss of ONE summer's dockage alone could reach *1.3 million dollars*. This figure does not include other revenues that would be affected, i.e., fuel docks, repairs, winter storage, food, etc. Niantic's economy is totally dependent on summer boating traffic and its property tax assessments on homes and businesses are based on use and access to Long Island Sound.

Add to this the Mystic, Connecticut and Thames Rivers, with their resultant losses due to lack of access, and it becomes clear that alternatives to the present proposal are justified and necessary.

CMTA can not overemphasize the concerns its members have regarding the potential negative economic impact the proposed electrification project will have. The association is willing and ready to discuss the matter further and provide information and data if needed.

Sincerely,

Peter A. Foote, Executive Director

Enclosure

cc: Connecticut's Federal Delegation, Ms. Susan Lee, US Army Corps of Engineers

CT4-1

RECEIVED 1

jan.

DEAR MR GOULET:

(1) I WOULD LIKE TO SUPPORT THE PROPOSAL TO ELECTRIFY THE RAIL LINES BETWEEN NEW HAVEN AND BOSTON. SUCH A PROPOSAL IS ESSENTIAL TO IMPROVING RAIL SERVICES IN THE NORTHEAST CORRIDOR.

I ~~REC~~ RECOGNIZE THAT INSTALLING THESE LINES WILL CAUSE SOME LOSS OF SCENIC BEAUTY FOR SOME HOMEOWNERS. HOWEVER, OUR NATIONAL TRANSPORTATION POLICY CANNOT BE HELD HOSTAGE TO A FEW HOMEOWNERS.

WE MUST DO SOMETHING TO RELIEVE CONGESTION ~~ON~~ ON THE HIGHWAYS AND ALSO REDUCE COMMUTER AIR TRAFFIC. HIGH SPEED TRAINS ARE OUR ONLY VIABLE ALTERNATIVE. THIS PROPOSAL SHOULD GO FORWARD WITH ALL DUE SPEED.

SINCERELY,

Jeff D Berk

JEFFREY S. BERCE
660 MIX AVE 5B
HAMDEN, CT 06514

CT4-2

RECEIVED
gpm 11/23

Glenn Goulet - DTS-72
U.S. D.O.T. / RSPA
Volpe National Trans Sys Ctr
55 Broadway, Kendall Sq.
Cambridge
MA 02142

J RAYMOND FLEMING
174 CEDAR RD
MYSTIC CT 06355-2102

70

Mr. Glenn Goulet-DTS-72
US DOT/RSPA
Volpe National Transportation Sys. Ctr.
55 Broadway, Kendall Square
Cambridge, MA. 02142

J RAYMOND FLEMING
174 CEDAR RD
MYSTIC CT 06355-2102

15 NOV 1993

Mr. Glenn Goulet, DTS 72
U.S. DOT RSPA
Volpe National Transportation
Systems Center

---

(1) I wish to go on record as strongly opposed to the electrification of Amtrak between Boston and New York. The social, economic and environmental impact - negatively - of this project is such that I cannot give how anyone could say this is a net positive effect to this waste of my tax dollars. Amtrak is enough of a loser now.

(1) Dawson L

RECEIVED
gpm 11/23

Gentlemen. The proposed electrification of the Northeast Corridor is a serious waste of money and will have a terrible impact on the environment. Our coves are blocked by the railroad and are filling up with silt. What has been deep water is now very shallow and in many cases are polluted by the lack of free flowing tides - J. R. Fleming

gpm 11

We are definitely opposed to Amtrak electrification. It is a senseless destruction of our Ct. coastline. Use the money to open up the coves that have silted in and replace dams with trestles. That would be an improvement not destruction.

What effect will electrification have on the health of near by residents.

Virginia L. F. Fleming

gpm 11/23

CT4-3

Claudia Goodridge
40 SEAVIEW TERRACE, UNIT #40 GUILFORD, CT 06437 U.S.A.

RECEIVED

November 9, 1993

Glenn Goulet
Volpe National Transp. Systems Ctr.
55 Broadway
Kendall Sq.
Cambridge, MA 02142-1093

Dear Mr. Goulet:

In regard to the proposed electrification of the railroad tracks behind my condominium (about 150-200'), I would like to ask the following questions at the hearings:

(1) 1. What remedies are there for those of us who will be adversely affected by the plan? There is no way to disguise the existence of the tracks or the trains behind us. We paidtop dollar for this condominium in 1987, and do not feel that we should be made to bear the burden of a plan to increase rail volume, noise, vibration.

2. What, if any, remedies are there going to be for adverse impact on health in the area? Guilford is the home of Meadow Street, and none of us is comfortable with that situation.

(2) 3. The proposal suggests that 324,000 people will be taken off I95 each year with this plan. That is less than 1,000 people a day. I commute between Guilford and Norwalk, and that number does not impress me. If it is people going to Boston or New York on I95, they are not visible during the hours I am trying to move down that infamous highway. If they are commuters like me, they will have a problem when they get to the target city. I would take the train now, but it takes me 1 1/2 hours to get to Norwalk, and I cannot get from the station to work. Who is supposed to leave their car in favor of the train?

TEL:(203)453-5118 FAX:(203)458-0567

My husband and I would both appreciate answers to these questions. We intend to be at one of the hearings on the 18th. Thanking you in advance for your assistance, I remain

Yours truly,

Claudia Goodridge

CT4-4

RECEIVED

71 Thimble Islands Road
Stony Creek, CT 06405
November 2, 1993

Mr. Glenn Goulet
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

I plan to attend the hearing scheduled for the evening of November 18th in New London to discuss the environmental impact study for the Amtrack high-speed rail project. I live in one of the homes specifically identified in the study as adversely affected by the project. Specifically, the study identifies aesthetic considerations, noise and vibration, and decline in property values consequent to real or perceived health threat from the high tension lines.

I recently purchased this property because it has a magnificent view of the Thimble Islands and Long Island Sound. The project will dramatically mar the view. This, in concert with the noise, vibration and health concerns will cause me great distress and financial loss. I might also point out that it will trap me in this home indefinitely, since I will be unable to sell it and have the wherewithal to purchase another home.

I am interested to learn what sort of amelioration or compensation you propose for those who, like me, will suffer a direct and severe adverse impact from the high-speed project.

Yours Truly,

David Greenfeld

CT4-5

PAUL W. GOETTLICH II, ARCHITECT

14 PHEASANT LANE, MADISON, CONNECTICUT 06443-1739

Mr. Glenn Goulet
Volpe National Transportation
Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

25 October 1993

Re: N.E.Corridor R.R. Electrification

Dear Mr. Goulet;

I am pleased to read about the possibility of the electrification of the N.E. corridor rail line. I believe that reducing the use of automobiles, trucks and planes is a step in the right direction. I have tried to speak up on another local issue regarding the crossing of route I-95 over the Quinipiac River in New Haven, CT. With that issue I believe that the larger the bridge gets, the larger the problem of traffic congestion will get. I have been speaking up for light rail being added rather than more auto lanes.

Having improved rail service is the answer to many problems we face in the northeast. I will take a look at the environmental impact study this week. I will comment on the issues put forth by the newspaper article.

1. When one lives close to the tracks one must expect noise from trains. Period.
2. Better to have the 28 foot poles than the pollution from the diesels.
   What is the meaning of a "catenary system?" Is this referring to the wire suspension system?
3. The electromagnetic risk is something I have not been convinced about. It does worry me.
   Please explain what you know of the electromagnetic problem.
4. If one is willing to live by the line now, then the decrease in homes value can not be significant.
5. The question of passenger safety being reduced must also be insignificant.
   People crossing tracks illegally can not be made part of an argument against increasing service.
6. The problem of passenger trains delaying freight trains worries me.
   Is a 1.5hr to 3hr delay of freight trains an accurate figure? Wouldn't better scheduling help?

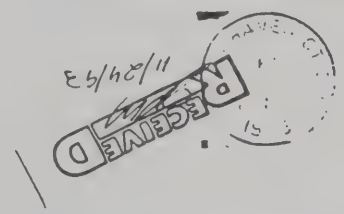
I hope that this project, and others to bring the rails back to the front line of transportation in the USA, will move ahead rapidly. A great deal of thought towards longevity and expansion must used at this time. The automobile has been a mistake for many decades propagated by the manufacturers advertising. The "American Dream" must be focused on more feasible modes of transportation. Use of the automobile should be seen as an occasional thing rather than a everyday necessity.

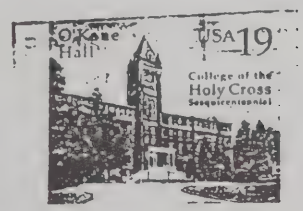
Sincerely,

Paul W. Goettlich, Architect

P.S. Please [illegible]

CT4-6





Mr. Glenn Goulet DTS-72
U.S DOT / R.S.P.A.
Volpe National Transp. System Ctr.
55 Broadway, Randall Square
Cambridge, MA. 02142

(1) I protest the proposed electrification of the railroad between New Haven and Boston. It is environmentally and economically unsound and should NOT be undertaken.

Patricia S. Rullis
26 Quarry Path
Stonington, CT. 06378.

CT4-7

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS:

4 reasons why electrification of the Northeast Corridor should NOT take place as proposed.

(1) 1. Unknown dangers of electromagnetic waves emitted from high voltage lines. How could a government agency be so willing to invest 10's of millions of dollars into a project which could be very dangerous to its own citizens? It may even lead to the largest class action suit the country has ever seen if EMW are shown to be dangerous in ~~coming~~ early studies suggest.

(2) 2 Inherently slow, circuitous route on the coast. If AMTRAK wants high speed trains, freight trains along I-95. The two transportation modes would work synergistically to create a super transportation corridor between NYC and Boston

(3) 3 Devaluation of beautiful coastline seriously impacts my home largely because it has a view of the Mystic River and Fishers Is. Sound. My view is threatened by either electrical wiring and possibly the construction of a large bridge over the School St Crossing. It does not seem fair that my view and property value should diminish so that people travelling from Boston to NYC can arrive at their destination a few minutes earlier

→

4. Electrification of the proposed coastal route is antagonistic to the development of tourism in S.E. Connecticut. The increased number of trains per day as well as the bridge changes may effectively shut down a potentially important industry in SE Connecticut. This is a particularly important consideration given the reduction in the military industry in the area. Please leave our coast alone

(4)

Please reconsider your proposal. My family and I moved here from Chicago to escape big politics and government bullying. I'm afraid that the residents along the Connecticut shoreline are being bullied by people who will not be affected by their own proposals.

Thomas Cecchini MD
46 West Mystic Ave
Mystic CT 06350
203-572-9462

CT4-8

Mr. Glenn Goulet
Volpe National Transportation Systems Center
U.S. Department of Transportation
55 Broadway, Kendall Square
Cambridge, Mass. 02142

RECEIVED 11-13-95 gm

Re: Northeast Corridor Improvement Project - Electrification

Dear Mr. Goulet,

I am the owner of property, at 45 Thimble Islands Road in Stony Creek, Conn., which has been cited in the Draft Environmental Impact Statement as among those properties which would be significantly impacted by the electrification of the Northeast corridor.

As such, I would like to provide the following comments and observations:

From the perspective of a taxpayer without argument about the general merits of high-speed rail as a mode of transportation, I nonetheless am dubious about the economic justification offered by Amtrak for this enormous investment of taxpayer dollars.

(1) I think it is doubtful that a genuinely private enterprise would risk such an enormous amount of money on such fragile speculation as Amtrak is providing as to the potential return on the investment. That skepticism comes to me every day, as an empty Amtrak train passes my house. I agree that demand for transportation services within the corridor will increase in the coming years, but the projections offered for the success of this service rests largely on a "If we build it, they will come" hypothesis and ignores well-entrenched habits and preferences of travelers.

(2) From the perspective of a Connecticut resident, this project offers our state nothing in terms of a transportation benefit, poses a significant economic threat to rail freight-dependent businesses, and would abuse natural and manmade environments of significant history.

And, as a homeowner, I am very much concerned about all of the negative effects listed in the DEIS. If this venture is successful, it will achieve that success at substantial cost, both in monetary terms and in quality of life, to those who live and work all along the rail line. We have lived in our home for 20 years, and we certainly were aware of the presence of the railroad when we purchased this property. We were not at all aware that, even 20 or more years ago, the railroad had a plan to electrify the line. It would be somewhat analogous to purchasing a house on Main Street in a small town,

only to discover that the reasonable bustle of the street was to be replaced by the roar of an Interstate highway.

3 In specific terms, we have an exceptional view of Long Island Sound which will be substantially impacted by the catenary system. I am not - at all - in agreement with the pictorial representation of the visual impact as presented in the DEIS, which suggests that the poles and wires barely will be visible. That is hardly going to be the case, as shown in the DEIS and as admitted by Amtrak officials.

We live quite close to the rail line, with no natural sound barriers between our home and the tracks. The noise level now is sufficient to stop a telephone conversation when windows are open in warm weather, particularly with the advent of the commuter system and its use of older diesel equipment. Even so, because of the relatively low number of trains passing by, that noise is tolerable. The noise which will be produced by 52 4 Amtrak trains freight traffic, and commuter service will be unbearable, regardless of the measures suggested in the DEIS to mitigate that din.

5 Finally, I am in agreement with the DEIS' finding that, regardless of scientific findings about the effects of electromagnetic fields, the public perception of those effects is the real issue, and that perception is that they are harmful.

All of those elements will have an negative influence on the value of our property. In the recent and controversial revaluation of property in the town of Branford, of which Stony Creek is a part, our property assessment quadrupled as a consequence of our water view and the use of sales figures of comparable properties in the boom period of the late 1980s. Our taxes doubled. In my appeal of that assessment, I argued, among other points, that insufficient weight had been given to the railroad's negative influence on the value of our property. Should the rail line be electrified, I said, the effect on property values would be catastrophic. My appeal was only marginally successful.

While the reluctance of the DEIS to quantify the effects of electrification may be understandable in light of the enormity of that job, any appraiser could easily establish the impact of this project, in dollars, on an individual property.

If this project is approved, it seems only reasonable and fair that an exceptional effort be made to ameliorate its impact on the individual residences and communities which will bear the burden of catering to the "public good."

By that, I mean:

Individual property owners should be consulted on the placement of poles so as to minimize their visual impact. That would seem possible since there is some leeway in the space between each pole.

Similarly, noise reduction systems should be designed in collaboration with each property owner to provide some relief from noise without adversely impacting views.

Monitoring should be conducted at each residence to provide a record of the existence, or lack thereof, of electromagnetic fields.

Some remedy must be devised, perhaps in the form of tax relief, for the financial impact of electrification on neighboring properties.

It is ironic that, in a recession, people are so preoccupied with their personal financial needs that they pay little heed to this huge commitment of their tax dollars. It is a unhappy foible of human nature that people do not raise their voices when they believe they themselves are not specifically affected by a proposal such as this. Because the rail line encompasses a narrow strip through the Northeast, and apparently because the monetary aspect either is too large or too abstract to grasp, the level of expressed public concern about this proposal has been relatively mild. That should not diminish the profound concerns everyone should have about the economic justification for this enterprise, and the very significant effect it will have on the lives of people along this corridor.

Very Sincerely,

Deborah R. Fisher

November 22, 1993

Deborah R. Fisher
45 Thimble Islands Rd.
Stony Creek, Conn. 06405

cc: First Selectman Judy Gott, Town of Branford
U.S. Senator Joseph Lieberman
U.S. Representative Rosa DeLauro

CT4-9

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS:

I am absolutely opposed to this project along the shoreline. I think its too bad that the tax payer's money has been spent to make so many improvements along the NY to Boston track; (1) The line should have been moved inland away from the shore so we could open up the coves etc.

Signed:
A.F. Noel
Clare Noel

MR. & MRS A. F NOEL
12 North St., BOX 3390
Groton Long Point, CT 06340

CT4-10

(1) I oppose the Amtrak electrification plan from New Haven to Boston. It will result in health and environmental hazards, inconvenience to local residents, and excessive taxpayer cost just to save a few people 60 minutes.

Lauma M. Rollins

125 ECM St. Stonington CT 06378

RECEIVED
11-6-86
gfm

19 USA

To: Mr. Glenn Goulet
DTS 72
US DOT RSPA
Volpe Nat'l Transportation
Systems Center
55 Broad St.
Kendall Square
Cambridge, MA
02142

CT4-11

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

COMMENTS:

Mr. Glenn Goulet,

Many important matters were brought up at the Public Hearing at Old Saybrook. However my primary concern was not mentioned. The Valley RR is the #1 tourist attraction in Ct. with other potential for the future, including freight and commuter service. The VRR is now connected to the world by a Wye at O.S. This connection must be maintained as a Wye to permit engines, cars, trains etc to turn around. Maintaining the Wye will (1) have no environmental impact or cost, but to eliminate would do irreparable harm to the VRR. Realistically the chances of re-installing at some future date is Nil. The Wye may also be important to P&W.

(2) Economically viable freight service must be maintained by the P&W to its customers. This may be accomplished by careful scheduling between P&W and Amtrak and possibly some reduction in the number of Amtrak trains from the 52 now mentioned.

I hope you will bring my concerns to the attention of the appropriate decision makers.

Sincerely,

William Filbey

WILLIAM FILBEY
VRR Co 4 ELMARK WESTBROOK CT 06498

CT4-12

SUSAN H. MUNGER, 11 PLANT STREET, NEW LONDON, CT 06320-4419 203/443-2261 (TEL & FAX)

ACTION is assigned to FRA S-10

November 21, 1993

Mr. Federico Pena
Secretary of Transportation
400 Seventh Street SW
Washington, DC 20590

Dear Mr. Secretary:

I am writing to you in regard to the proposed electrification of Amtrak between New Haven and Boston. The more I read of this plan the more it appears to be poorly conceived, harmful to southeastern Connecticut and parts of Rhode Island and Massachusetts, and a waste of everyone's money. Electrification would cause health and environmental damage, create unsafe conditions, diminish the attractiveness of the shoreline communities--both residential and business properties, and waste taxpayers' dollars. Southeastern Connecticut is struggling now from defense industry cutbacks and does not need another blow.

The stated goal of Amtrak is to provide high-speed, limited-stop service between New York and Boston that would take business away from the airlines. Is this a worthy or an achievable goal? Existing trains provide a service that the (1) airlines cannot do by serving cities and towns between Boston and New York. Can they compete with the airlines? If funds are channeled into a high-speed, limited stop service (2) (serving only one Connecticut town), how much money will be left to maintain service to the other cities served?

Under the proposed plan, electrified trains are predicted to make the NY-Boston trip in under three hours. Electrified trains now take 1.5 hours to go from Penn Station in New York to New Haven. Is it realistic to expect they will go (3) twice that distance, from New Haven to Boston, also in 1.5 hours, along a curving shoreline, through the middle of numerous towns and villages (New London, Niantic, Pawcatuck, etc.) stopping twice (for 5-10 minutes each time)? Very high speeds would have to be maintained through heavily populated areas as well as through environmentally sensitive areas. This would be damaging to the natural environment, create unsafe conditions for residents along the route, and would diminish the attractiveness of the shoreline communities from both a residential and a business property perspective.

(4) The tremendous increase in passenger trains, over 30 more a day, would interfere with freight use of the tracks. According to the EIS, passenger trains have priority over

freight trains. At a time when southeastern Connecticut is struggling to develop a nondefense dependent economy, it would be disastrous to make rail freight service even scarcer. Plans in New London to develop a free trade zone and to encourage shipping would be thwarted.

According to a New York travel agent who handles business accounts the current airline shuttle service between New York and Boston, with flights every half hour, provides adequate service for the demand. Usually people can get on a flight at the time they desire to travel or at most have to wait only half an hour for the next flight. Flight time is 1 hour. Amtrak's proposed train service of just under 3 hours, if achievable, will be considerably longer than flying. (5) While there is no doubt that some people prefer the more leisurely train ride, those who want speed will still choose the airplane. According to the EIS, Amtrak will provide 16 express trains per day in each direction of 8 cars each. Each Metroliner-type car holds 60 passengers. In other words, Amtrak would need over 7,000 passengers per day in each direction to come close to filling its capacity. This sounds like overkill to me.

I use Amtrak to go to New York from New London, sometimes on the limited-stops New England Express train, which takes 4 hours, 15 minutes. Last week I took this train and counted the number of passengers: 107 total in 4 cars of 60 seats each. In other words, the train, which had a capacity for 240 passengers, was far less than half full. This does not suggest a tremendous demand for express train service between New York and Boston.

(6) And if Amtrak fails to fill these trains will it be able to make back the money spent on electrification or will it become even less profitable than it is today? And will this (7) then lead to deterioration of the service that is needed to points between New York and Boston?

Amtrak says a major benefit of its proposed service is that it would pick up and deliver passengers to the center city. This is indeed a benefit for those who need to be in the center city. Most business people who work in Manhattan live in another borough or in New Jersey, on Long Island, or in Westchester County. For these people, it is far more convenient to go to LaGuardia, Newark, or JFK airport than to Penn Station. And even for the person leaving midday from (8) an office on Wall Street, it may be quicker to get to an airport than to Penn Station which requires going through Manhattan traffic.

(9) There are other problems regarding the electrification of Amtrak. The construction work, the presence of the towers every 200 feet or less, the tremendous increase in the number of trains per day, will all be damaging to Connecticut's shoreline, a valuable natural resource. What happens when there is a hurricane or severe storm. In Niantic, CT, the track is only about 6 feet from the water with stores and shops and streets on the other side. There is no room to move the track so it will be out of danger of flooding. As anyone living in New England knows, power (10) outages are common occurrences in storms because trees and branches fall on wires. Are we going to cut down all the trees along the shoreline route so business people can go from NY to Boston in three hours?

Trains offer a good alternative to cars and airplanes and we should explore ways to improve train service. High speed trains work best on straight tracks. In severe weather conditions, such as heavy snow storms when highways are impassible and airplanes are delayed or cannot fly, diesel powered trains often provide the only reliable means of (11) transportation. What about other kinds of engines that do not require overhead electrical wires, such as modernized, more efficient, less polluting diesels? It does not appear from the EIS that Amtrak has given serious attention to alternatives to electrification of the shoreline route.

(12) Important questions have been raised regarding the risks of exposure to electromagnetic fields, which exist up to 150 feet from the wires. Passengers, train crews, people working near the tracks will be exposed. Surely we should find out more about the potential hazards before approving an expensive electrified train service that may turn out to be harmful to many people.

There is a real need for improved local and intercity mass transit that reduces energy consumption and air pollution by getting people out of cars, especially along Interstate 95. Taxpayers dollars would be well spent developing this kind of a system. The success of the Shoreline East commuter service between Old Saybrook and New Haven demonstrates this need. Government subsidy of train service is worthwhile when done the right way. I hope you will work to defeat Amtrak's electrification plan and look for truly energy efficient, effective, safe alternatives.

Yours truly,

Susan H. Munger

Susan H. Munger

CT4-13

Neild B. Oldham, 11 Plant Street, New London, CT 06320-9411
PHONE: 203 443-2261 FAX: 203 443-2261

November 20, 1993

Mr Glenn Goulet, DTS-72
U. S. DOT/RSDA
Volpe National Transportation Systems Center
55 Broadway Kendal Square
Cambridge, MA, 02142

RECEIVED NOV 23 93 gm.

Dear Mr. Goulet:

I strongly oppose the electrification of the Shore Line section of Amtrak. As planned, the project not only will waste taxpayers' money, but will make an existing bad situation worse.

The touted benefits of electrification--actually rather few--are speculative. The inevitable drawbacks, dangers, and destruction are certain and undeniable.

(1) These include: noise and visual pollution; increased dangers at crossing; health hazards from electromagnetic fields; reduced service to southeastern Connecticut; environmental damage further degrading wet lands, tidal marshes, and coves; the complete cutting off of much of the area's coastline from all citizens.

The touted primary benefit of reduced travel time between Washington and Boston--from which other benefits supposedly will flow--is highly unlikely to be realized to the extent necessary to attract travelers from highways and airways. The Shore Line is a curving right-of-way on which trains cannot safely reach speeds of any significance.

I am a frequent user of Amtrak and would welcome high-speed trains. But let's put the trains of the 21st century where they make sense rather than on a roadbed that was barely adequate for 19th century trains. When we built the interstate highway system, we did not restrict ourselves simply to widening existing roads. New rights-of-way were found for the super highways wherever existing ways were (2) inadequate or unsuitable. Why should we do less for the railways?

Building the Shore Line did considerable harm to our coastal areas. The Shore Line was constructed along the coast because the land is flat and thus easier and less costly to build on. Our ancestors did not have the engineering and technical experience we do. Let's use the resources and know how that we now have to build a high-speed right-of-way in a more suitable place and convert the existing Shore Line into

a hiking, biking recreational corridor or develop it as a provider of local commuter service.

If we can spend billions for weapons we no longer need in order to keep our economy afloat, we should be able to spend like sums for a project that will, unlike the weapons, repay themselves.

Better to spend the money to do the job right in the first place rather than to waste money attempting to jury rig an unsuitable right-of-way. The present plan will benefit no one and harm many. Please send it back to the drawing board.

Thank you,

Neild B. Oldham

CT4-14

Ms. Janet Lage
Mr. Robert A. Nixon
46 McCurdy Road
Old Lyme, CT 06371
(#203)434-7076

Mr. Glenn Goulet, DTS -72
VS DOT IRSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square Center
Cambridge, MA 02142

RECEIVED 10/1/93

Ms. Susan Lee
New England Division
U.S. Army Corps of Engineers
424 Trapelo Road
Waltham, MA 02254-9149

SUBJECT: 46 McCurdy Rd./Property Abuts Amtrak Mile Marker # 108.

Dear Mr. Goulet:

As residents with property bordering the track, we are writing to express our vehement opposition to the proposed electrification of the New Haven to Boston segment of the North East Corridor (NEC). We have thoroughly reviewed the DEIS/R documents and have attended one of the public hearings.

We begin by expressing our overall dissatisfaction with the timing of notification to residents whose properties border the track. This electrification project was conceived prior to 1990 and has been the intention of AMTRAC since at least 1990. The DEIS/R Volume I was issued in September of 1993. Why are impacted residents being informed so late in the process? Most of the residents in our town and nearby towns were completely unaware of this project until we notified them. Neither AMTRAC nor the pertinent Government Agencies have made a viable attempt to notify those who would be most seriously affected by this project. (1)

Our major reasons for opposing this project are described below:

1) Increased Noise

(2) Although there is less noise generated with electric driven trains than with diesel trains, there will be a considerable increase in noise for bordering residents as the result of increased train frequency. There will be three times as many trains passing our home if this project is approved. Furthermore, the higher speeds supposedly achieved with electrification will result in greater car noise on the tracks. This admission is made in the DEIS/R, Vol. I.

We have invested our life savings and 12 years of work in our home and property. We do not want added noise levels to decrease both our quality of life and the value of our property. Hearing a train go by our home every 18 minutes, not including freight train traffic, will undoubtedly be detrimental to our property value and our lives.

2) Increased Vibration

(3) The DEIS/R Report notes that higher train speeds will promote greater vibration. Our property and the road bed for the adjacent tracks consists of granite ledge base. Our building foundations are built on this same ledge and pined to it. The net result of increased track vibration will be dissipation of these vibrational forces through the ledge, our building foundations, etc. This is clearly undesirable for many reasons. It causes property damage and discomfort for residents. It also threatens to reduce property values. We further point out that the DEIS Report clearly states that the existing tracks are not constructed for handling additional vibration.

3) Potential Health Risks

(4) We are aware that the study of health risks associated with electro-magnetic fields is incomplete. At the public hearing we attended, it was pointed out that the study of EMF related health risks is inconclusive at this point in time. We concede only that some studies are inconclusive to date. Other countries have clearly concluded that there is a substantial potential for health risk with increased exposure to EMF's. Sweden recognizes this health risk. Electrical transmission workers are monitored in California for potential health risks.

We remind you that inconclusive does not mean there is no health risk. Furthermore, the perception of health related problems and EMFs has a profound impact on peoples' perception of property values. Should we ever decide to sell our home and property, the resale value will be greatly reduced by such perceptions or realities. While attending the public hearing in Old Saybrook, we heard a women testify that she will cancel her intentions to purchase property bordering the tracks if the electrification project goes forward.

(5) The decision to electrify the New Haven to Boston segment of the NEC will double the electrical usage between New Haven and New York.

4) Negative Visual Impact

6 The focal point from our house year round and our main outdoor living space seasonally faces the direction of the tracks. The presence of the catenary system structures will negatively impact our view and further serve to reduce the value of our property. This will affect many residents, not just us.

5) No Advantage for Connecticut Residents (Tax Payers)

7 With all of the negative impacts delineated above in mind, one must than ask: What possible advantage will there be for Connecticut residents? The answer is little to no advantage. With all of the increased traffic, only a few if any of the trains traveling from New York to Boston will actually stop in Connecticut. This is absurd. As taxpayers, we can find no logic in such a proposed project.

6) Exorbitant Costs

In these economic times, we find it both inappropriate and imprudent for such huge sums of taxpayer's money to be expended on a project with so few long term public benefits. There are serious technical and financial questions which remain unanswered with respect to the project:

8 a) Can the proposed train speeds be safely achieved with the existing track system?

9 b) Will passenger travel justify the expenditure?

c) Can we afford to spend the proposed $233 million federal dollars when we continue to have such a huge federal budget deficit?

10 d) Will the environment really benefit from this project? Separate reports indicate that energy savings will not be achieved through this project. Also, solid fuel combustion for producing the electricity for this project will not substantially reduce air pollution when compared to the diesel fueled trains currently used.

7) Freight Train Traffic at Night

11 Currently the loudest trains and those producing the greatest vibration when passing at our location are freight trains. Most of them pass by during daylight hours. The proposed electrification project with its marked increase in passenger train travel will mandate that freight train travel occur at nighttime. This will clearly disrupt our lives and further invade our privacy. It will again detrimentally affect the value of our property.

In summary, we strongly oppose the proposed electrification project and support the NO-BUILD alternative. We further put the USDOT, AMTRAC, our Connecticut political representatives, and other pertinent parties on notice: We intend to fight this project. We will do so through:

- Organization of public support - starting with residents whose property borders the tracks.
- Writing to State and Federal government representatives.
- Researching EMFs and reporting our findings.
- Requesting further written explanations of the impacts on energy consumption and the environment, our environment.
- Writing to and speaking with the media to bring the information to the public.

As residents and tax payers we are also prepared to personally file legal action against AMTRAC and all governmental parties concerned. Furthermore, we are prepared to organize a class action suit against the project with other residents whose property border the tracks.

Our property is our home and the focus of our lives. We have invested over $500,000.00 in this property and have plans to continue improving it. This proposed electrification project threatens to devalue both our property and the quality of our lives. This won't happen to us without a fight.

Very Sincerely Yours,

Janet Lage SHT

Ms. Janet Lage

R.A. Nixon

Mr. Robert A. Nixon

CT4-15

RECEIVED gm

P. O. Box 12
500 Noank Road
West Mystic, CT 06388
November 29, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

I am writing as a concerned citizen living in close proximity to Amtrak. I have many concerns about the Environmental Impact Statement/Report(ETS).

My first group of concerns centers around omissions. Despite the fact that I brought the following items to DMJM Harris' attention at a meeting in November 1992, they were not addressed in the EIS. These concerns include:

1 1. Historic Status - My house was built in 1795 yet it is not included in the list of historic properties affected. Sitting at a distance of 31 feet from the tracks, it should be.

2 2. Illegal crossings - Until the 1940's my house had a legal (actually a physical crossing) built to afford access to the Mystic River. It continues to be used as a crossing presently.

3 3. Significant Noise/Vibration Impact - The omission here seems to be what will be done about it? Perhaps the biggest concern I have, located in the closest zone (0-50 ft.) is the effects of Electrical Magnetic Fields (EMF) on my family. Because health and safety in close proximity to EMF's is not yet proven this study is premature and unresponsible on the part of a government agency. Until you can prove to me that my family will be safe, DO NOT BUILD.

Thank you for your attention to this matter.

Amy L Hainline

Amy L. Hainline

CT4-16

To: Mr., Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

28 November 1993

RECEIVED gm

From: Robert I Welsh, Jr. R. I. Welsh Jr.
52 Shore Drive
Waterford, CT 06385

Subj: Comments on Proposed Northeast Corridor Improvement Project Electrification. (AMTRAK Electrification).

Reference: Draft Environmental Impact Statement (DEIS).

Comments: I am OPPOSED to the electrification of the Northeast Corridor (New Haven to Boston) shoreline railroad right-of-way for the following reasons:

1 Potential health hazard posed by the overhead 25,000 volt alternating current electric wires and the 115,000 volt feeder wires that are brought in to power the line.

2 Potential increased hazards of operating "high-speed" trains on a roadbed that was not designed as a high-speed right-of-way.

The outrageous expenditure of taxpayers money for an unrealistic goal.

3 The impact of 56 trains per day on waterborne commerce, recreational boating and commercial fishing in an area that depends very heavily on these activities for revenues.

4 The degradation of the shoreline values and the blatant trampling on the quality of life by the addition of 12000 electric poles, 25 substations and whatever else will be added once this project is started.

5 The totally unrealistic perception that trains of some exotic design will be able to efficiently operate at high speed over this route with five major (opening) and numerous smaller bridges, numerous curves and no less than fifteen shoreline communities.

6 The apparently total disregard for considering American designed and manufactured rail equipment.

7 The total impact of noise and vibration pollution, property value degradation, unknown environmental degradation and general reduction of esthetic values and quality of life for the shoreline communities.

8 The apparent disregard for the fact that this project will be of little or no benefit to the people and communities of the shoreline between New Haven and Providence, but who will bear the maximum burden for this encroachment on their daily lives.

9 The increase in "peak period" electric power consumption at a time when every other effort is to reduce energy consumption and burning of fossil fuels.

I wish to further elaborate on the points stated above.

Health Hazards: There are a number of studies, both completed (Carneige-Mellon, US EPA and Institute of Environ. Medicine in Sweden) and on-going (US EPA, State of Connecticut and others) that either suggest or essentially confirm that low frequency (such as 60 Hz) electromagnetic radiation can potentially cause serious health problems including cancer and leukemia for persons living or working in the vicinity of these fields. The evidence may not be irrefutably conclusive that such hazards exist, but can we afford to take the chance that AMTRAK, and Congress in their haste, will make a terrible and costly mistake at our expense? I think it is too risky a chance to take. This aspect needs serious reconsideration.

Physical Hazards: The DEIS admits to the potential for increased pedestrian and vehicular accidents due to the increased speed of the trains and the increased number of trains. It does not address the increased potential of train/train accidents or derailments due to the same factors. The interlacing of high speed express trains with inter-city commuter and local trains strikes me as being a dispatcher's nightmare and "an accident waiting to happen". the year round prevalence of fog and adverse winter weather will only exacerbate the situation.

The concept of running high speed trains on a curvy roadbed with many crossings, many bridges and many communities together with slower speed local trains is totally ludicrous. This is particularly true when there are alternate routes which are less impacted by these factors. I am sure AMTRAK is well aware or the alternates including the "Air Line" route, an existing right of way which AMTRAK already owns. I have the distinct impression that either AMTRAK has not done its homework or, for some reason, does not want to consider the alternatives. The reasons presented in the DEIS for rejecting other routes appear to be superficial and unrealistic. I believe they should be given further consideration.

Another area of potential concern are the many bridges along the route. The material condition of these bridges, particularly the underwater (out-of-sight) structures are extremely suspect in my mind. Statements given at the public hearing in New London confirm my opinion. It is my casual observation of AMTRAK facilities over the years that the maintenance program for the bridges in particular is sadly lacking. Increased speed means increased vibration and impact loading on these structures. Were they originally designed with these increased stresses in mind? Will they withstand the stresses imposed by high speed, heavy trainsets after all these years?

Cost: At a time when the nation's budget deficit is out of control and the American taxpayer is already subsidizing the National Railroad Passenger Corporation to the tune of $1.00 for every dollar earned, (i.e. millions of dollars a year) it is totally beyond reason to expend $1.5 billion or more on a project with so little return over the "no-build" alternative. At the present cost of a one-way express train fare from New York to Boston (i.e. $57) it will require 26.32 million fares just to pay the projected cost of this project. That does not include any operating or maintenance costs. AMTRAK projects an increase in ridership of 1.7 million a year. Aside from the fact that this projection is somewhat hard to believe, it will require all 1.7 million new riders to ride on the express trains every year for fifteen years to pay off the cost of electrification. AMTRAK then projects a profit of $40 million a year. It seems totally unreasonable to expect AMTRAK to make a profit after spending $1.5 billion if they can't come close to breaking even now. The numbers just do not add up! It is not a worthwhile expenditure of public money!

Increased Number of Trains: AMTRAK proposes increasing the number of trains on the shoreline route to 56 or more a day. Based on a 24-hour day that represents one train passage every 26 minutes If the operating day is reduced to 18 hours, the train density increases to one every 19 minutes. That represents an intolerable imposition on the people, businesses and communities of this area. The DEIS projects on the order of 750 to 1300 homes that will be impacted from noise, vibration and other sources. I believe these estimates to be unrealistically low. On some recent informal surveys of effected areas I was able to count several hundred homes in each of a dozen shoreline communities that are well within sight and sound of the railroad. It is my belief that whoever conducted the survey for the DEIS made the assumption that the homes near the right-of-way are not at the present time impacted by these factors and that only those homes in the immediate proximity if the tracks will be effected in the future. (They state 787 residences will be impacted, an increase of 720 over present). While this is an admission of a 1075% increase, I believe the presently impacted homes to number more then a thousand and the future number to double or triple. I personally live over a mile from the rail line yet I frequently hear both the

trains and their whistles. My son, who lives approximately one-fourth mile from the Mystic River bridge, hears essentially every train that crosses, at times loud enough to interrupt normal conversation. It is my opinion that this area of the DEIS is superficial and inaccurate and should be re-addressed in far greater detail. The potential impact of high speed train noise and vibration is not a trivial matter to those who will have to endure it 50 to 60 times each day. Trains are noisy and fast trains are noisier!

On average railroad bridges in this area close 12 to 15 minutes prior to a train passage. Add this to the 1 to 2 minute passage time and 2 to 3 minutes to reopen and you have a non-passage time for waterborne traffic of 15 to 20 minutes. If trains pass every 26 minutes, there remains only 6 to 11 minutes of each cycle to pass water craft. This places an unreasonable and unacceptable constraint on vessel traffic. This area was not addressed at all in the DEIS that I could find, but it represents a sufficient reason in and of itself to abandon this project.

The shoreline of Southeastern Connecticut relies heavily on revenues derived from water related activities. The extensive economic benefits have been studied and reported in the past. We certainly will not receive compensating remuneration from fast electric trains that we cannot even ride on.

Electrification: The planting of 12000, 28-foot high steel poles (2 every 175 feet) from New Haven to Boston represents an outrageous and arrogant encroachment on the quality of life of the shoreline communities of Southeastern Connecticut. They will be esthetically obtrusive. They will degrade the shoreline and they will degrade the value of properties. The building of 25 sub/switching stations with their increase use of land, their increase noise and their increase hazard due to high voltage electricity is a further encroachment on the communities of the shore line which is unwarranted by the gains expected..

The DEIS extols the savings to be realized by this venture by reducing the amount of diesel oil burned and reducing the exhaust emission to the atmosphere. It is noted that there will be an increase in the burning of fuel oil by oil-fired generating plants. Omitted is any meaningful discussion of the inefficiency of generating electricity at a remote point and then transmitting it over wires to "step-down" stations. This entire concept of a massive increase in electrical power generation flies in the face of recent efforts to decrease dependence on oil, conserve energy and reduce atmospheric emissions. Local generation of power on the platform (as is now done by diesel-electric locomotives) is far more efficient than remote generation. (There are recent studies to confirm this). If you do not like diesel power, then consider gas-turbine generation. The use of gas-turbine powered trains was superficially presented by the DEIS and rejected for reasons that I do not believe are accurate. I believe that this concept should be given more serious consideration for the shoreline route before we plant 12000 poles and transmit 115,000 more volts of electricity across the countryside.

The potential hazard that all this represents in the event of a large scale hurricane has not been adequately addressed in the DEIS. My opinion is that the placement of these structures in close proximity to the coast will create the ideal setting for a major disaster. There are better ways and better places to achieve efficient high speed rail travel than to electrify the NEC.

High Speed Operation: I find the idea that we can efficiently operate 26 high speed trains a day along the NEC Shoreline Route to be ridiculous. As already stated above, the very nature or the right-of-way precludes sustained high speed operation. Trains slow down for towns (even if they don't stop), for bridges and for curves. All of these exist in abundance along the Shoreline Route. It makes absolutely no sense to purchase an exotic, no-tilt, 125 mph foreign built trainset and then run it on a 150 year old roadbed at 85 mph and expect to get our money's worth, much less save any time. The whole concept is impractical and expensive. On the other side of this argument is the fact that the gas-turbine powered Turbo Train did achieve 3-hour run times between New York and Boston during trial runs, but it rarely did so in daily operation due to the congestion and the poor condition of the roadbed. With roadbed improvements, this approach might be feasible.

Why do we have to buy a foreign built train anyway? What happened to buy American? Particularly when American technology has designed and built a proven low-center-of-gravity, guided-axle, passive-tilt, high speed train powered by American built gas-turbine engines. Some of these trains operated on the East Coast lines until sometime in the 1970's. These trains can be made to alternately run on electricity so that they can operate into NY's Penn Station without changing locomotives. My point is that there are alternatives to electrically powered, foreign built trains that should be explored. Higher speed operation can be achieved by means other than electricity. There are certainly more efficient, less costly ways to upgrade the NEC then by the proposed electrification project.

Benefit to the Region: The concept presented by AMTRAK is that this project will substantially benefit the shoreline residents of Southeast Connecticut and Rhode Island, by decreasing air pollution, increasing economic benefits, reducing travel times, etc., etc. I find most of this very hard to believe in light of the fact that most, if not all of the new trains, will not stop between New Haven and Providence. How can this benefit the intermediate communities? How can local riders take advantage of this super rail system? How can more visitors get off of the train at the Shoreline tourist areas? Where will the new jobs be located? New Haven?, Providence? I see no substantial benefit to the residents of the shoreline communities. I see only more pollution from increased power generation, more pollution from noise

and vibration, more aggravation from closed crossings, more delays for waterborne commerce and recreational boating, an unknown impact on the environment, lowered property values and a general degradation in the quality of life. These are benefits that the people of Southeast Connecticut can not afford. We can not afford to sacrifice our region so that a minority of people can travel between New York and Boston one hour faster. In short, we can not afford this project, as proposed, at any cost. This is not the place to run 60 high speed, electric trains a day. There has to be a better way!

I strongly request that this project be re-evaluated in a conscientious, honest and realistic manner before any final decisions are made.

Thank you.

CT4-17

43 Wanghassick Rd.
Stonington, Conn 06378

Mr. Glenn Goulet
U.S. D.O.T. / RSPA
DTS 72
Volpe National Transportation Systems Center
55 Broad St.
Kendall Square
Cambridge, MA 02142

RECEIVED

(1) Please register our opposition to the electrification of Amtrak. It will impact quality of life along its tracks, and violently impact the environment.

Nancy and Fred Richmond
Stonington, Conn

CT4-18

NEW HAVEN CT 06510 22 NOV 1993

RECEIVED NOV 30 93 D

USA 19

Mr. Glenn Goulet, DTS 72
U.S. D.O.T/RS PA
Volpe National Transportation
Systems Center
55 Broad St. Kendall Sq.
Cambridge, MA

© USPS 1991

NO!! Don't spend our money on a poor idea like high speed electrified trains along the coast. It is ridiculous to ruin our coastline for a slight increase in long distance passengers. Go through Hartford – it's shorter!

(1)

Jane G. Smith
Mystic, CT

CT4-19

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED NOV 30 93 D

COMMENTS:

Enclosed are my comments to the DEIS. Several comments are important enough for me to address separately in this cover letter.

(1) First, I must state that the outburst by your moderator, Mr. Ira Levy, at the New London, Ct. public hearing was unwarranted and totally unprofessional. I presume, since he did not identify his relationship to the project, that Mr. Levy is a member of the DMJM Harris organization. I Believe that both DOT and the FRA must admonish DMJM Harris for this unseemly display of anger. In addition, I believe that Mr. Levy owes all the taxpayers, who are paying his wages, a personal apology. An open letter to the New London DAY newspaper may be appropriate.

(2) Secondly, the reported sale by AMTRAK of air rights for public utility transmission lines along the rail line south of New Haven and the subsequent installation of 75 foot towers along the rail must be specifically disallowed in the FRA Record of Decision for this project.

Third, speaking for the Mystic Fire District, I reiterate the Districts formal request for

1. Any and all additional studies performed as the result of all comments to the DEIS, as they are issued.
2. A copy of all volumes of the FEIS when it is issued.
3. A copy of the Record of Decision by the FRA when it is issued.
4. A copy as soon as it is developed and prior to submittal to Congress of the modified Plan for the Elimination of At-Grade Crossings (DTFR53-93-A-0002).

Note that these requests were asked to be entered into the official record of the DEIS public hearings at the New London hearing.

In conclusion, I believe that the sum of all the comments of this letter and the public hearings demonstrate that this plan is a loser. We need to develop an approach to rescue our politicians from this mistake. The best approach may be to propose alternate route and vehicle studies with a fallback of using the existing route with gas turbine technology as an interim measure while the dedicated, high speed route needs are properly evaluated.

Sincerely,

William M. Cannon

William M. Cannon
P.O.Box 123
West Mystic, Ct. 06388
Nov. 21, 1993

cc:
Mr. Peter Montague, FRA

21 November, 1993

Comments on the Draft Environmental Impact Statement (DEIS) for the proposed electrification of the Northeast Corridor.

In general, I was disappointed with the content of the DEIS in that it appeared to be a cursory analysis of the impacts of this complex project. Many of the thirteen subjects did not address substantive or ancillary issues that I feel are germane to the overall judgment of the impact of this project on the population of the Northeast Corridor area. In effect, I judged the DEIS to be a concerted effort to minimize the effects of this large, complex project that with be with us forever.

In particular, the following comments provide additional areas where the environmental impact should be assessed before the FRA determines the final environmental acceptability of the project. These comments follow the order of Chapter 4, Environmental Consequences of the Draft EIS.

Section 4.2 - Socioeconomic Impacts.

The project was judged to have no impact on the tourism of the region. While there is no basis in literature for projecting an increase in tourism related to high speed rail service, there is evidence to suggest that the increase in daily rail traffic will cause impediments to waterway traffic along the coastline. The total lack of any analysis of the impact of increased bridge closings on recreational, commercial and National Defense waterway access and the businesses that it supports is one of the substantive issues that must be addressed in the DEIS. Areas of particular concern are the Connecticut River, the Niantic River, the Thames River(including Shaws Cove) and the Mystic River. It should be recognized that the Thames River is a major conduit for Naval and Coast Guard Vessels that require unimpeded access up the narrow (500' wide) river channel and through a very hazardous current rip at the railroad bridge. The DEIS does not address the viability of obtaining the required US Coast Guard permits to allow decreased waterway access. Restricting access to the Thames River in New London could have very severe economic impacts if it were to lead to the closure of the Submarine Base on the upper river. The base was removed from the 1994 closure list, but restricted access could be the reason to have it added to future year lists.

Comments provided later for Section 4.9 raise the issue of impacts of curtailed rail freight service, another condition that must be addressed before the DEIS is approved.

Section 4.4 - Noise and Vibration.

The analysis of noise and vibration discloses a truly significant fact, the faster trains will make more rolling noise and vibration, especially above 80 MPH. The mitigation of this condition requires keeping the train wheels round and the tracks properly shaped by grinding. The viability of continuing funding for these maintenance expenses is a proper subject to be evaluated in the DEIS. Without a firm commitment to maintenance for the next hundred plus years, the impact of the high speed trains on the communities will increase with time. The other mitigating actions for noise suggested in the DEIS were 8 to 16 foot tall noise walls or increased sound insulation for the affected properties. Even pressure treated wood would not last more than ten years in the marshy environment along much of the track in southeastern Ct., therefore

21 November, 1993

the lifetime maintenance cost of this approach must be analyzed and the viability of its funding, and/or funding for sound insulation, considered before the DEIS is finalized.

This is one of the areas that led me to conclude that a concentrated effort was made to trivialize the impact. Table 4.4-4 lists the number of affected receptors for noise. For the entire Town of Groton, a total of six "receptors" (note that receptors are the houses in which we live!) are noted. In the small area of Groton around my home (read receptor), I count eleven homes within 100 feet of the ROW! If the noise radius is more realistically set at 250 feet, the number of homes increases to twenty-nine. The figure of six is obviously wrong! I have included a copy of an old aerial survey with the homes highlighted.

Section 4.5 - Electromagnetic Fields

The DEIS does not consider the impact of the provision of new or increased current over the 115KV transmission lines that will be built to the feeder stations. The DEIS notes that EMF fields under high power transmission lines typically is 12 to 200MG, significantly higher than the values presented for the rail ROW. This impact must be addressed before the FRA takes action on the DEIS.

Section 4.9 - Transportation, Traffic and Circulation.

As stated in comments to Section 4.2 above, the impact of this project on waterway traffic is totally ignored. The impact of more frequent bridge closings at the five movable rail bridges must be evaluated.

Another issue, and one that is treated rather cavalierly in the DEIS is the impact of the electrification on existing and future rail freight operations. Essentially, the DEIS states that rail freight service will be curtailed, future options will be eliminated by electric catenary clearances, and that freight service will exist only at night. This conclusion raises the concern that the DEIS has not addressed the Socioeconomic impacts of this situation, especially on those businesses that will be forced to accept deliveries at night.. No mitigation schemes are provided for this decrease in public service resulting from the electrification project.

Section 4.10 - Air Quality.

The analysis of pollutants created by the replacement of the diesel powered engines neglects the fact that the majority (55%) of electric power generation in the US. is from coal. Most coal plants create more pollutants than comparable oil or gas fired plants. To present a true picture, the analysis should consider the total generation picture, not some arbitrarily selected segment of the power industry, since with power pooling and wheeling, the actual generation may occur almost anywhere in the country.

Section 4.11 - Visual and Aesthetic affects.

The entire analysis that concludes that the project would impact the view from 34 residences is flawed. The DEIS conclusion is based on a very limited selection of potentially affected sites. Again, like my comments to Section 4.4 above, I refer to the attached survey map. The view from many homes (Visually Sensitive Receptors or VSRs to trivialize the human factor), will be degraded by the imposition of the catenary system. The DEIS selected only views toward the water of Long Island Sound or Greenwich Bay as potentially affected. These are not the only views in 156 miles. Not only are water views prevalent along the shore of the Mystic River where I live (I count

fourteen homes in my neighborhood that will have the catenary in their view of the river), but there are also many outstanding views in other directions. Many of my neighbors enjoy the ability to gaze over the peaceful wetlands and ponds without paying the extra property taxes that come with water views (just in my neighborhood, I count twelve homes in this category). Also there are many businesses that benefit from the views. These views will be impacted by the catenary installation.

Additional comments:

9 • Volume I of the DEIS states that the FRA is not directed to close At-Grade-Crossings, however Vol. III states that the closings will be closely related to the electrification. The environmental impact of the grade crossing plan is NOT covered by this DEIS, therefore any action to construct the closings will violate Federal Law.

10 • The DEIS does not adequately address alternative routings. The following facts should be considered relative to this comment.

- The DEIS ignores the mandate to consider all alternatives. it does not address alternate, dedicated high speed routes away from the coast.
- The existing bridges were not designed for and have not been maintained adequately to support high speed rail. The steel and iron is seriously deteriorated, the old stone and concrete abutments will suffer impact loading as the high speed train crosses the rail gap at the bridge (11)
- The 1978 NECIP report recommended replacement of the Niantic River bridge. Replacing bridges requires relocating the rail line, including the displacement of adjacent wetlands.
- High speed transit along the coast will be restricted during many times of the year from dense sea coast fog.
- Curtailing freight use of the shoreline will negatively impact Federal and State plans for New London harbor economic development. (12)

• The DEIS contains many errors and omissions of facts. The lack of rigor and attention to detail lead the reader to question everything that the DEIS says. Some examples follow:

- Many of the wetland designations (or more precisely, the lack of wetland designation) do not agree with State of Ct. and Town wetland maps. Use of the State and the Town maps would increase the wetlands impact of the project. (13)
- The DEIS states that catenary poles will be located 250, then 200, then 175 feet apart. The 12000 poles in 156 miles equals 137 foot spacing. Does anyone know? (14) (15)
- Photos of the catenary poles do not show any shading or shadows, thereby minimizing the visual impact. (16)
- The catenary poles originally were shown carrying a single wire, current poles show two wires per pole. What is correct? (17)
- The paralleling station in Noank is reportedly built in an abandoned parking lot. This lot is the main parking for the only beach in the Town of Groton.

• Volume III, Study 3 states that the way to mitigate noise at 110 db is to buy and raze the homes. Is this really the policy of the US Government? (18)

• Volume III, Study 5 needs to be reviewed and concurred to by a panel of competent engineering and cancer experts before it is accepted for decision making by the FRA. (19)

CT4-20

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11/30/93

COMMENTS:

To Whom it may Concern,

I am very much against the proposal of Amtrac to electrify the shoreline. As proved by a Swedish study, this proposal would be truly a health hazard to our towns. (1)

At a time when our country is trying to improve health care, why would we allow this Amtrac proposal to pass ???

Sincerely,

Jail Tyler

6 Terry Plains Road
Bloomfield Ct. 06002

CT4-21

26 Oakwood Avenue
Pawcatuck, CT 06379
November 18, 1993

Federal Railroad Administration
Department of Transportation
c/o Volpe National Transportation Systems Center
Kendall Square
Cambridge, MA 02142-1093

RECEIVED 11-20-93

Attention: Mr. Glenn Goulet, DTS-72

Gentlemen:

I would like to address the proposed electrification project as it relates to the village of Pawcatuck in the town of Stonington where I live. I will do so by referencing sections of the Draft Environmental Impact Statement/Report, Volume I. Please note throughout the report that Pawcatuck is not mentioned by name but instead is referred to as State Line, CT, milepost 139.93.

(1) 4.4.4.1. Train Noise. The report states that train noise is caused by the rolling interaction of train wheels on the track rail, and the noise resulting from this interaction increases at greater speeds. This factor, combined with greater frequency, could result in a greater dose of noise energy at a given location in a 24-hour period, the report states. So, increasing speed from 80 mph to 120 mph and increasing the number of train runs from 20 to 52 times daily will increase the impact of train noise on residences adjacent to the railroad. The mitigating measures outlined in Section 5.2.2.4 are iffy at best. Pawcatuck residents will not benefit from the increased noise of the electrification project.

(2) 4.4.4.4. Train Vibration. The report states that train vibration is caused by the rolling interaction of train wheels on the track rails, and the vibration resulting from this interaction increases with greater speeds. This factor, combined with greater frequency, could result in a greater dose of vibration energy at a given location in a 24-hour period, the report states. So, increasing speed from 80 mph to 120 mph and increasing the number of train runs from 20 to 52 times daily will increase the impact of train vibration on residences adjacent to the railroad. The mitigating measures outlined in Section 5.2.2.4 are iffy at best. Pawcatuck residents will not benefit from the increased vibration of the electrification project.

(3) 4.4.4.2. Electrification Facility Noise. The report states that the source of noise at the electrification facilities would come from transformers and ventilation equipment. Table 4.4.5 indicates that the State Line, CT paralleling station proposed at Mechanic Street in Pawcatuck may exceed the impact threshold for residences located in the impact zone. Pawcatuck residents will not benefit from this paralleling station which is a part of the electrification project.

(4) 4.3.2.4. Settings of Historic Properties. The report dismisses as "modest" any impact that electrification may have on the Mechanic Street Historic District in Pawcatuck. I do not accept this assessment. A large number of homes in this Historic District are adjacent to the railroad and will be adversely affected by the catenary poles and electrical wires. It is requested that the report's assessment be confirmed by the Connecticut Historical Commission, 59 South Prospect Street, Hartford, CT, 06106, John W. Shannahan, State Historic Preservation Officer.

(5) 4.12.3.1. Wetlands. The report states that the State Line, CT paralleling station proposed for the Mechanic Street, Pawcatuck location will have no impact on wetlands because none exist, even though the area is classified as wetlands on State of Connecticut soil maps. Why the discrepancy?

(6) 5.2.2.2. Impacts at Railroad Stations. This section addresses impacts the proposed electrification would have in the vicinity of railroad stations, both in project-generated traffic and increased parking demands. The Westerly, Rhode Island station is not listed as a station in which ridership is expected to increase. So, Pawcatuck residents who use the Westerly station for travel needs will receive no benefit from the electrification project.

5.2.2.4. Impact along the Northeast Corridor

(7) Property Values. The report states that it is possible that some of the external effects of the proposed electrification, including increased noise, increased vibration, degradation of sensitive views, and public concerns regarding electromagnetic fields, may have an effect on property values, although, it reports, such affects cannot be documented or quantified. Common sense suggests that property values will probably be adversely affected by impacts which cannot be documented or quantified. Pawcatuck residents with homes and property which abut the railroad and who are not benefitted by the proposed electrification may, indeed, find their property devalued. What does the Federal Railroad Administration plan to do to compensate them?

(8) Electromagnetic Fields. There are conflicting expert opinions and evidence as to the adverse effects on humans of long-term exposure to electromagnetic fields. The report states on page 5-21 that "to date, the consensus of the scientific community is that there is not conclusive evidence that a link exists. As a result, regulations regarding electromagnetic field exposure have not been promulgated, and guidelines have been suggested instead." It is unfortunate and unacceptable that only guidelines and inconclusive evidence are used to assess this important health aspect, and that it is dismissed with "no adverse impacts are anticipated," page 5-21.

Draft Report No. DTFR53-93-0002 dated April, 1993, entitled "Northeast Corridor High Speed Rail Passenger Service Improvement Program - Plan for Elimination of Highway At-grade Crossings

The above report calls for the closing of the Palmer Street crossing in Pawcatuck and replacing it with a tunnel to be built at another location. A letter dated July 16, 1993 from Assistant Commissioner Arthur Rocque of the Connecticut Department of Environmental Protection to Mark Yachmetz of the Federal Railroad Administration, which states that the grade of the proposed underpass will be located about 20 feet below the railroad line and that the potential for flooding of the underpass may occur, also pertains.

This report lacks a complete analysis of the alternatives considered for Palmer Street, especially new crossing signal technology, including the European four quadrant gating system, which would allow the Palmer Street crossing to remain and the proposed underground tunnel to be scraped. This proposal will cause unnecessary disruption to the lives and welfare of residents of the Pawcatuck community.

Draft Report No. DTFR53-93-0002 - continued

Considering that the total cost of the proposed "tunnel alternative" is reported to be $7,830,000, with the cost to Connecticut to be $6,264,000, there is no commensurate benefit to the residents of Stonington and the taxpayers of Connecticut.

This environmental impact statement/report has not allayed my concerns nor has it fully addressed the impacts electrification will have on the town of Stonington and its coastline as a whole.

The Federal Railroad Administration is urged to pursue the several viable alternatives to this band-aid proposal.

Sincerely,

Dora Hill

Dora Hill

c: The Honorable Sam Gejdenson, Member of Congress
CT State Rep. Robert R. Simmons
CT State Senator Catherine W. Cook
David Burdge, First Selectman, Town of Stonington
William Brown, Selectman, Town of Stonington
John O'Connell, Selectman, Town of Stonington
Blanche Higgins, Town Planner, Town of Stonington
Robert Granato, Chair, Planning and Zoning Commission, Town of Stonington

CT4-22

RECEIVED 11/3/93 pm

Dear Mr. Yachmetz:

I am writing in reference to the draft report prepared for the U.S. Department of Transportation, regarding the at-grade crossings in the Stonington-Mystic area.

Specifically, I want to register my strong opposition to the proposed closing of the crossing to Elihu Island, referred to in the report as Freeman's Crossing. For the record, I am a member of the Freeman family, which has owned Elihu Island for nearly seventy years, and closing the crossing would be devastating to the scores of members of the family. My opposition is not, however, entirely personal. I believe closing the crossing would be damaging as well to the town of Stonington, to Connecticut's environmental policies and to the taxpayers.

1 (1) Closing the crossing is unnecessary. The present system of gates and bells has been 100% successful; there have been no safety problems since the system was installed nearly ten years ago. If an improved gate structure proposed for the Broadway crossing in Mystic, where approximately 1,200 vehicles cross the tracks every day, is deemed adequate, as it is in the draft report, surely the same would be true for Freeman's Crossing.

2 (2) The cost of closing the crossing would be a gross waste of taxpayers' money. The report proposes paying $1,230,000 to the Freeman family for eliminating access rights to the island, an amount that would be challenged in court as utterly inadequate to compensate the family for the loss incurred. Viable alternative improvements to the existing crossing would cost an estimated $170,000. Why spend more than a million dollars to accomplish something unnecessary?

3 (3) Eliminating access to the shoreline is contrary to state and federal policies, which encourage access to the coastline. Hundreds of people use the island every year. If the crossing were to be closed, those people would have no practical access to the island and, during some winter months, no access at all.

In conclusion, I believe that closing Freeman's Crossing can not be justified on any reasonable basis. I implore you to work to secure Elihu Island/Freeman's Crossing a reprieve.

Sincerely,

Kristen Wesson Hartgers

Bob Hartgers

CT4-23

RECEIVED

Dear Mr. Yachmetz:

I am writing in reference to the draft report prepared for the U.S. Department of Transportation, regarding the at-grade crossings in the Stonington-Mystic area.

Specifically, I want to register my strong opposition to the proposed closing of the crossing to Elihu Island, referred to in the report as Freeman's Crossing. For the record, I am a member of the Freeman family, which has owned Elihu Island for nearly seventy years, and closing the crossing would be devastating to the scores of members of the family. My opposition is not, however, entirely personal. I believe closing the crossing would be damaging as well to the town of Stonington, to Connecticut's environmental policies and to the taxpayers.

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In conclusion, I believe that closing Freeman's Crossing can not be justified on any reasonable basis. I implore you to work to secure Elihu Island/Freeman's Crossing a reprieve.

Sincerely,

David H. Wesson

CT4-24

ROGER H. DICKINSON
149 WAMPHASSUC ROAD
STONINGTON, CT 06378

RECEIVED 12-6-93

12/1/93

Dear Mr. Goulet:

I am strongly opposed to the Amtrak electrification project along the Connecticut shore.

(1) We don't need faster, more frequent trains. To increase passenger patronage, Amtrak should provide better on-time service and more convenient stops and schedules.

Present plans would have nothing but harmful effects on the current route.

Sincerely,
Roger H. Dickinson

P.S. The environmental consequences are also particularly distressing

CT4-25

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED 12-6-93

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: 20 Island Rd
Stonington CT
06378

The D.E.I.S. in my view is a poorly researched and biased report. It is an outrageous waste of the taxpayers money.

(1) Every aspect attempts to minimize the environmental impact of the electrification
(2) project. Wildlife is undercounted, areas of wetlands are totally overlooked or ignored,
(3) visual impact is ridiculously under-
(4) reported. The health impact of electromagnetic fields is ignored, while ardent mouthpieces of its cancer-causing effects.

I reject the value of this report. It should not be used as a basis for a project which does so much damage to line the pockets of a few at Amtrak

Don Lewis

CT4-26

RECEIVED 12/7/93

betty richards

18 school street, stonington, ct 06378

(203) 535-0432

phone and fax

December 3,1993

Glenn Goulet, D.T.S.-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet,

I appreciate being on the list to receive the Draft- Environmental Impact Study for the electrification project and elimination of grade crossings. I request that my name remain on the list for your further studies and information.

After reading the EIS, my conclusion is that the data were often outdated, probably copied from earlier studies. And, as testimony at the hearings indicated, local officials and the public were not asked for either input or review for accuracy. For example, at the Wamphassuc Point crossing, where construction of an overpass is recommended, two houses have been constructed which are in the path of the proposed overpass. Additionally, a private road, shown on your maps, has been rerouted. The hearings have brought out other errors, several of them in Pawcatuck. The record cite specific examples.

As an urban planner, I am particularly sensitive to criticism of planning documents. I abhor sloppy work. Unfortunately, this documents falls into this category. I ask that the Draft EIS be shelved and that a new draft, accurate in content and sensitive to the environment, both natural and manmade, be undertaken before any decision is reached.

I enclose two articles from The New London Day. Each gives a sense of how public participation has been overlooked and circumvented in the planning process. I ask you to correct this.

Very truly yours,
Betty Richards
Betty Richards

Copies: Senator Chris Dodd
Senator Joseph Lieberman
Representative Sam Gejdenson

CT4-27

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED 12/6/93

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: Pg ES-10 5.2.5 - I am not listed as one of the residences that have sensitive views

Pg B-49 - Lists half of Wilcox Rd and missed the last half of road, my residence is 65 Wilcox. I look directly towards the tracks, pasture & Sound.

Pg 2-3 2.2.4 - Not enough definition was delivered on Route Alternatives. The shoreline is for a region that needs to have more public access. The report does not look into the economic benefit in moving the high speed train from the coast.

Pg 2-13 2.4.2.2 - What impact will there be on our osprey that build nests on top of the existing C.L.&P. poles on Amtrak right of way? Will these poles stay in place or be removed? If they stay in place what impact will there be on housing these additional poles?

Pg 2-13 2.4.2.3 - What will the environmental impact be on more wires from the substations to the catenary and how will the power arrive to the substations?

Pg 3-3 3.1.4 - You did not look into the effect a major hurricane would have on the tracks bed and the catenary system.

From - Ned Stuit
65 Wilcox Rd Stonington, CT 06378

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

(6) COMMENTS: Pg 3-3 - Pg 3-4 3.1.4.2
Not listed is the Mashatucket Land Trust in Stonington
Pg 3-31 3.12.1.1. More work needs to
(7) be done to identify the willife habitats that would be directly affected. The migration needs to be studied over a period of time.
(8) Pg 3-33 What is planned to protect our state-listed endangered species?
Pg 4-3 4.2.3 The potential impact
(9) on property values and tax revenues should be further studied.

CT4-28

AMY G. COCHRAN
18 SCHOOL STREET, STONINGTON, CT 06378
(203) 535-0432

December 2, 1993

Glenn Goulet, D.T.S.-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

RECEIVED

Dear Mr. Goulet,

(1) I cross at the School Street railroad crossing each day to go to work. I feel it is very safe. As stated in the testimony at the hearings, the proposed overpass would destroy the character of West Mystic, at huge public expense and with no concern for the community.

I am sending you a copy of a letter written to the New London Day. It expresses my opinion accurately although someone else wrote it.

I urge that you listen to those of us who live and work in the area.

Sincerely,

Amy Cochran

Amy Cochran

Copies:
Senator Chris Dodd
Senator Joseph Lieberman
Representative Sam Gejdenson

CT4-29

Jolene Molitoris
Administrator
Federal Railroad
Administration
400 7th St. S.W.
Washington, D.C.
20590

December 31, 1993

Re: Northeast Corridor
Electrification
Project

Dear Ms. Molitoris:

(1) I am enclosing a copy of a letter I am today sending to your contractor writing the environmental impact statement on the Northeast Corridor Electrification Project.

Since you are the responsible official, not some contractor, I want you to understand my views in opposition to this poorly conceived project.

Sincerely,
Beatrice E. Munson
17 Oak Ridge Drive
Old Lyme, Connecticut
06371

CT4-30

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11/30/93 9pm

11/30/93

COMMENTS: JUST WHAT WE NEED – TO COMPLETELY RUIN + DEVESTATE THE CONNECTICUT SHORELINE. A 100 M.P.H. TRAIN + ITS ELECTRICAL UPGRADING.

(1) WHY, WITH JUST ONE QUICK, FOOLISH MOVE YOU CAN INJURE OR KILL SEVERAL PEOPLE, WITH SPEEDING TRAINS + HIGHLY CHARGED ELECTRICAL LINES. ANYONE ALL KNOW WHAT THEY WILL DO TO THE SURROUNDING AREA. WHO KNOWS THE TOTAL NUMBER OF PEOPLE YOU CAN TOUCH + THE TOTAL AREA THAT CAN BE DAMAGED. NOT TO MENTION THE UNTOLD HARM THAT WOULD BE DONE TO THE WILDLIFE, MARSHES, FISH + WATERS. ANYONE WHO NEEDS TO TRAVEL AT 100 MPH NEED NOT DO IT ON THE BEAUTIFUL-SCENIC CONNECTICUT + RHODE ISLAND SHORELINE. THERE ARE OTHER AREAS BETTER SUITED FOR THAT TYPE OF TRAIN.

THIS AREA, THE MYSTIC-STONINGTON-SHORELINE AREA, SHOULD BE SAVED FOR WHAT IT IS THE BEAUTIFUL SCENIC WATERS + BEACHES + GREAT TOURIST AREA. JUST WITHIN THIS AREA OF LONG-ISLAND SOUND IS BEAUTIFUL AGAIN – FINALLY SAVED FROM YEARS + YEARS OF POLLUTION, AMTRAK A PROVEN MENACE (ALTHOUGH NECESSARY) + TOTALLY UNPROFITABLE SYSTEM WANTS TO WASTE MORE + DESTROY MORE + WITH THEIR RECORD, I'M SURE THEY CAN POLLUTE MORE AREA, LOOSE MORE MILLIONS + BE EVEN AGGRAVATED DANGER TO THE HUMAN POPULATION OF THE AREA + ITS PASSENGERS.

LORD ONLY KNOWS WHAT THEIR HANDLING OF THE MYSTIC RIVER RAILROAD BRIDGE WILL DO. RUIN THE MYSTIC SEAPORT? PUT BOATYARDS OUT OF BUSINESS? (MORE PEOPLE OUT OF WORK) HINDER THE TOURIST TRADE SO VITAL TO THE AREA? POLLUTE THE WATERS? EVEN THE FISH WILL GLOW – STOP THE BOAT TRAFFIC – WHICH IS PART OF THE CHARM + ATTRACTION OF MAIN STREET MYSTIC. JUST TO MENTION A FEW THINGS. DON'T RUIN THE ENVIRONMENT THAT IS NOW SO NECESSARY TO PROTECT. DON'T RUIN THE BEAUTIFUL CONNECTICUT SHORELINE. [signature] + FAMILY

11/30/93

(2) ED OKREN P.O. BOX 7 EAST KILLINGLY CONN. 06243

CT4-31

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11/30/93 9pm

COMMENTS:

(1) I live at Wl Seaview Condos and I cannot imagine the noise and vibration of 32 trains passing by every day.

I question the affect on the wildlife in the Salt marsh, and the overhead wires would be an eyesore—

I live at Seaview because of the beauty of the marsh and surrounding property. I think it would bring our property values down. To have the High Speed Train put into service

(2)

Sam Alling

CT4-32

December 1, 1993

RECEIVED

Dear Mr. Goulet:

① I wish to go on record as being vehemently opposed to the electrification of Amtrak along the shoreline of Southeastern Connecticut.

Very truly,

Doreen J Kromer

Mrs John A)
PO Box 172
Stonington, CT. 06378

CT4-33

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS:

Dear Sir

The report prepared by the Dept of Transportation was excellent but based on the bridges at Groton and Old Saybrook it appears that more study is needed concerning the impact on river traffic (commercial + pleasure).

With the bridges in an open position as required by Rights Train traffic, would it delay boats inordinately?

Conversely if bridges are closed too long, would it affect transport supply delays?

Wouldn't a night shutdown of certain of the power stations help explain their frequency and impact?

② Vibration problems are difficult to comprehend and if you could explain how far from the tracks the vibration would be felt, it would be more meaningful.

Thanks for giving us a chance to respond

William H. Fuller
14 Paddock Lane
Guilford, CT. 06437

CT4-34

RECEIVED 12-6-93

22 Oakwood Avenue
Pawcatuck, CT 06379
December 1, 1993

Mr. Glen Goulet, D. T. S.-72
U. S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

On November 30, 1993, Mr. Peter Montague of the Washington, D. C., office of the Federal Railroad Administration came to our town for an informational hearing on the Northeast Corridor High Speed Rail Passenger Service Improvement Program's "Plan for Elimination of Highway At-Grade Crossings." As this was not a public hearing and no formal record was kept of citizen input, the public was advised to address its comments to you directly.

Enclosed are the comments, concerns, and questions that I conveyed to him and in turn am remitting to you for your (1) response and inclusion in the public record. If the Burdick Lane tunnel alternative does receive the go-ahead, our neighborhood, as well as our town, needs assurances that all ramifications have been considered regarding all the utilities serving us.

I believe that a sensored quad gate system would serve us well and be a much less costly solution while meeting the goal of the Amtrak Authorization and Development Act of 1992.

Very truly yours,

Carlene F. Donnarummo

Carlene F. Donnarummo

Enclosure

To: Federal Railroad Administration November 30, 1993

From: Carlene F. Donnarummo
22 Oakwood Avenue
Pawcatuck, CT 06379

Re: COMMENTS AND CONCERNS REGARDING PALMER STREET AT-GRADE CROSSING AND PROPOSED UNDERGROUND TUNNEL AT MOSS STREET AND BURDICK LANE, VILLAGE OF PAWCATUCK, TOWN OF STONINGTON

I would like to address some areas of the plan that concern me--items I feel require further investigation by Parsons DeLeuw, the firm hired to prepare the draft report for the U. S. Department of Transportation, Federal Railroad Administration. There should have been greater input from responsible agencies within the Town of Stonington, and the Town of Westerly, Rhode Island, who have direct and first-hand knowledge of the situations I am going to mention.

Proposed William Street Extension

Moss Street is the only means of ingress and egress for the 42 families that live on Burdick Lane, Oakwood Avenue, Johnson Street, Enterprise Avenue East, and Hickory Lane. In the proposed plan, we will have to change 54 years of habit in getting to our homes. Instead of using Moss Street, we will have to get accustomed to using a proposed William Street Extension.

Table 12-1 (Cost Summary-Palmer Street/Moss Street Connector) on page C-151 purportedly calculates all the associated costs with constructing the tunnel at the end of Moss Street and extending William Street 440 feet to connect with Burdick Lane. It is unclear if cost items numbered 11, 12, 13, 14, and 15 are for William Street Extension or for the new approach road and tunnel itself. It is also unclear if item No. 26 is the cost figure to construct sidewalks on both sides of William Street Extension or along the approach road. While the report recognizes the Town of Stonington's road standards require concrete cement sidewalks, I believe the cost of $3 per square foot is about half of what it should be. I am told a reasonable cost for portland based concrete sidewalks is more in the range of $5-6 per square foot. In addition, it appears that no cost figures are included for acquiring the land to extend William Street from the property owner, Frank Verzillo, of Watch Hill, Rhode Island. How can his land be taken without due compensation?

To provide, for the record, a hurried commentary on the errors, omissions, inaccurate statements, falsehoods, and sundry evidence of negligence and incompetence, I submit the following comments with Vol.,page, and paragraph noted where appropriate.

2 Volume II: The mysteriously compiled mailing list resulting in preferential distribution is a mark of incompetence. This
3 is true for Volume III also.
The maps of Vol. II depict detail that is illegible--for example, the map of the proposed Noank paralleling station obscures contours and elevations. This is generally true of the printed quality of the black and white maps--the detail is indiscernable in large part. The strip maps, done in color, are impressive,but, when viewed "in toto", graphically shout to the reader, "Don't even think 'speed' on this curvy, wormy course!" The DEIS totally ignores any reference to the fundamental environmental rejection of a "high speed" graft on an incompatible roadbed. This is clearly evident to anyone seeing the rail corridor strip maps

Volume III: Page 2-6, Par. 2.3.2 Property Value Impact: The DEIS states the visual and noise negative impact will contribute a "small proportion" to the loss of property value compared to "house quality, size, lot, taxes and schools." The writer is apparently unfamiliar with real estate Rule 1 which universally proclaims "location, location, LOCATION," as the three most important factors of value. Then, in Vol. III,on page 2-15, "property values will be adversely affected by the perception of EMF---those closest to the track will suffer the greatest loss of value with those properties further away suffering a lesser loss of value." Thus, the first quote overlooks the prominence of "location" in property valuation, the second quote refers solely to location. Neither is accurate; the author scrambles comprehension and injects confusion.
4 The DEIS is deficient in projecting the negative impact on property values due to increased noise, vibration, and adverse visual effect. The document fails to cover this aspect with any degree of substance or accuracy.

5 Volume III. It is admitted that of the noise measurements conducted at the three milepost locations 131.3, 131.8 and 132.5, one measurement was stopped after 2.5 hours instead of the proscribed 24-hour duration. The DEIS offers no excuse or explanation. Why wasn't a complete, valid noise
6 monitoring done at this location? How many other invalid tests were falsely conducted, their results lumped with other results, then bestowed with credibility through
7 publication? Why was this aborted measurement revealed in Vol. III but concealed from readers of the widely-distributed Vol. I? How many more short-cuts were taken? Why weren't they admitted in Vol. I?
These irregularities erode confidence and raise serious doubt of the integrity and worth of the entire document.

Given the project goal of reduced N.Y/Boston travel time,
8 the two most glaring omissions of the DEIS are 1.) its failure to include, in detail, an assessment of an alternative Northeastern corridor, chosen specifically for,
9 and dedicated to the high-speed objective: 2.) a more comprehensive coverage of existing equipment technology--diesel, turbo, dual, hybrids, electric-- its characteristics and respective compatibility with the environment.

These two omissions, directly related to the basic premise, cause the DEIS to flounder along a misdirected course.

Additional specific errors: Volume I

10 Page ES-7, Para. ES 5.2.1 Land Use.
Refers to the Noank paralleling station taking the Esker Point Beach parking lot. This is conveniently omitted in the Land Use Table 3.1-1 on page B-3 in the Appendix.
This is inaccurate and seriously misleading.
11 On page 1-29 of Vol.III the Noank paralleling station site is described as "in direct conflict with existing land use" and the only CT. site in direct conflict with existing land use and with zoning. Then, in open contradiction, on page 1-14, Vol.III, the Noank facility is located in "an abandoned parking lot." The statements defy mental reconciliation, the last doesn't deserve the label "mistake" but is an outrageous lie with obvious malicious intent. Summer days fill that lot with beach goers and on concert nights,parking overflows on nearby residential streets. Who is the misnamed "professional" who selected this site, then attempts to legitimize the process by lying?

Furthermore the Noank site is in wetland and floodplain, thus requiring loads of fill to raise the footprint above Coastal Area Management regulations. Bearing this in mind we discover, by now, not surprisingly,the DEIS engineering description of the planned paralleling station conveniently makes no reference to height. It gives length and width, but the third dimension of height is missing.
Think! The site elevation is raised to a flood-safe level of
12 15 feet, the facility is built to feed electricity to 30 foot high catenary wires, resulting in a noise transmitter, a constant EMF emitter and a visual rat's nest of wires soaring 32 feet above existing ground level.
For an engineer to forget height is criminal; for the consultants to commit compound errors on the siting of this facility is incompetent and negligent. Where is the photograph of this station? The DEIS refers only to the
13 adverse visual impact on "235 Seneca Drive", intentionally failing to identify the full visual effect on beach goers, restaurant patrons, other Seneca Drive residences, and houses across the cove that have an unobstructed view of this eyesore. This failure of the DEIS to serve its charge of pointing out environmental issues is an example of culpable negligence and solid grounds for legal action if concerns are ignored. The DEIS is tainted with cases of equally sloppy work.

As mentioned on page C-149 of the draft report, this rerouting of the traffic will "change the classification of William Street from a local street into a through-traffic collector." William Street is much narrower than Moss Street and is not suited to take the additional traffic generated by this proposal. Because many of the homes have no garages, cars are parked on both sides of the street. The houses are situated close to the road leaving little room to widen the street, not to mention how expensive it would be to buy a right of way along 2200 feet of William Street for widening purposes. William Street was never envisioned to be a through-traffic collector, and making it so, would have a tremendous negative impact on the 100 plus families who live there.

Storm-Water Drainage

On page C-148 of the draft report, there is a rather non-chalant mention of a "large storm drainage culvert located within the proposed approach road realignment." That pipe is 36" in diameter. A 152 acre watershed of Pawcatuck is serviced by that culvert that eventually drains into the Pawcatuck River. From Mayflower Avenue on the west to Lester Avenue on the north and Locust Street on the south, that culvert serves one of the most densely populated areas of Pawcatuck including Field Street, Courtland Street, William Street, Moss Street and Palmer Street. It is now gravity fed, but the report states on page C-148 paragraph 2 that a pumping system would have to be installed because of the tunnel. A very large area of Pawcatuck could be in serious trouble if that pumping system failed or if the area floods because it is in a FEMA design A-8 zone (elevation 11 NGVD). Switching to a pumping system raises questions such as: Who will be responsible for maintaining that pumping system? Who will be liable if the system backs up and there is flooding damage?

Utility Lines-Water, Gas, Sewer, Electric, Telephone, Cable

Our neighborhood is served by all kinds of utility lines that run along the end of Moss Street:

WATER--The Westerly, Rhode Island, Water Department has their main water line serving our neighborhood located at the end of Moss Street.

GAS--Connecticut Yankee Gas has their gas lines in the path of the proposed west access road.

SEWER--A December, 1984, Pawcatuck District Sanitary Sewer System map on file at the Town of Stonington Water Pollution Control Authority shows sewer pipes not only along the end of Moss Street, but also crossing under the railroad tracks in the area of Burdick Lane east of the railroad bed and continuing on through Prospect Street to Mechanic Street, also in the path of the tunnel.

ELECTRIC AND TELEPHONE LINES--A visual inspection of the area will confirm that power lines and telephone and cable lines are also located in that section of Moss Street slated for the underground tunnel.

As a member of the Pawcatuck Middle School Building Committee, I found out that moving utilities is an expensive proposition. It cost us $12,000 to move two telephone poles and $35,000 to redirect drainage on the school property because we could not tie into that drainage system at the bottom of Burdick Lane because we were told it was beyond capacity.

Again, it is unclear whether the cost of relocating these utilities is included in a line item of the cost summary. If they are not, then this project is going to cost much more than the stated $7.8 million. If line item No. 22 for Miscellaneous Utilities allocated for $5,000 is meant to cover the costs of relocating the drainage culvert, and moving water, gas, sewer, electric, telephone, and cable lines, then I feel that that amount is unrealistically low and that the real costs will be much much higher.

Through inquiries to the various public utilities I have mentioned, I learned that not one agency's input was sought before this draft report was prepared. It is conceivable that pertinent and important information has been omitted and questions arise as to whether these cost figures are accurate.

The draft report confirms that there have been no reported accidents at the Palmer Street crossing and that the crossing has recently been upgraded to meet the current safety standards of the Federal Highway Manual on Uniform Traffic Control Devices. Furthermore, there is approximately one-half mile of unobstructed site line to the north and south of Palmer Street crossing. For all these reasons and the astronomical costs involved, I believe the Federal Railroad Administration, who has been delegated the responsibility for developing the Grade Crossing Elimination Plan by the Secretary of Transportation can still meet the goals of the Amtrak Authorization and Development Act of 1992 and not eliminate the Palmer Street crossing while ensuring public safety by a much more cost effective measure; namely, by installing a sensored four quadrant gating system instead of giving us a tunnel. We in turn would be grateful for this wiser use of public funds as each one of us who uses the Palmer Street crossing makes a personal sacrifice of sitting a little longer or more frequently as the Amtrak trains go through Pawcatuck.

Carlene B. Donnelly

CT4-35

2

From: Jonathan A. Gibson

To Mr Goulet.
US DOT/RSPA/VNTSC
DTS 77
Cambridge.

(1) I would like to see a more thorough study done on the electromagnetic fields (EMF's) and their impacts on human health, wild life, aquatic life and air wave transmission interference. The health risk of EMF's and people living so close to them scare me. New evidence linking EMF's to leukemia and other cancers are being researched as I write. What do these EMF's do to our wildlife? Will fish migrate and spawn past an EMF? Could EMF's add carcinogens to our food chain via fish and livestock? These are just a few questions that I would like to see answered by more extensive research. There are many more such questions and new questions arising every day. When cyclamates were introduced to the market their adverse effects were found and immediately cyclamates were removed from the market. If electrification proceeds and later EMF's are found to be harmful how costly will it be to remove the EMF's? If EMF's are found to be a great health risk, the people of the U.S. (as well as the world) will have to spend a lot of money and time to solve the problem as a whole. So, the money being poured into the N.E.C.I.P. would be better spent on research of EMF's and solving any problems that may arise from them.

(2) It is my opinion that the D.E.I.S. oversimplifies and underestimates the wide diversity of impacts to life in general from N.E.C.I.P. Electrification. There needs to be more research, a lot more, before proceeding with this project and jeopardizing our lives.

I could continue to cite other areas of the DEIS that I feel are in error, but I must get this letter post marked today. Please notify me if there is an extension period for written comments on this matter.

Thank you!! Jonathan A. Gibson

CT4-36

(1)

To: Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 9pm

From: James J. Musante
195 Seneca Drive
Groton, CT 06340

My residence is approximately 200 feet from the AMTRAC tracks.

I have read the three volume Draft Environmental Impact Statement (DEIS) focusing most sharply on the Groton/Noank portion.

The DEIS contains errors of commission, errors of omission, false statements, an obviously biased selection of criteria for measuring the impacts of 1.) noise, 2.) property values, 3.) the electro-magnetic field, 4.) vibration, and 5.) the visual or aesthetic loss.

These fatal flaws render this document unacceptable and can only be corrected by a complete and total revision.

(1) As a citizen directly affected by this project I have attended and spoken at the public hearings, yet, I was mailed only Volume I of the DEIS, the cover letter made no mention of Volumes II and III. Only upon contacting AMTRAC with "milepost questions" was I informed of the existence of Volumes II and III and their availability at the local library. Some citizens were mailed the entire three-volume set. How were they selected? Why were others excluded? So, at the outset, the basic act of distribution of the DEIS was preferential to some and prejudicial to others who were denied their right to equal access to public information.

I also object to the arbitrary Dec. 3, 1993 deadline as the closing date for written comments on the DEIS; the Saybrook/New London hearings of Nov. 18, 1993 leave a scant ten working days to list and put in writing the serious flaws of this error-laden document. This unreasonable demand becomes more arrogant when one considers the fractured deadlines of the DEIS publication schedule, March, then June, then August. Thus, by stretching your time you steal mine.

DON'T TRY TO RAILROAD THE SEARCH FOR ENVIRONMENTAL TRUTH!

To provide, for the record, a hurried commentary on the errors, omissions, inaccurate statements, falsehoods, and sundry evidence of negligence and incompetence, I submit the following comments with Vol.,page, and paragraph noted where appropriate.

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7

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This is inaccurate and seriously misleading.

11 On page 1-29 of Vol.III the Noank paralleling station site is described as "in direct conflict with existing land use" and the only CT. site in direct conflict with existing land use and with zoning. Then, in open contradiction, on page 1-14, Vol.III, the Noank facility is located in "an abandoned parking lot." The statements defy mental reconciliation, the last doesn't deserve the label "mistake" but is an outrageous lie with obvious malicious intent. Summer days fill that lot with beach goers and on concert nights,parking overflows on nearby residential streets. Who is the misnamed "professional" who selected this site, then attempts to legitimize the process by lying?

Furthermore the Noank site is in wetland and floodplain, thus requiring loads of fill to raise the footprint above Coastal Area Management regulations. Bearing this in mind we discover, by now, not surprisingly,the DEIS engineering description of the planned paralleling station conveniently makes no reference to height. It gives length and width, but the third dimension of height is missing.

12 Think! The site elevation is raised to a flood-safe level of 15 feet, the facility is built to feed electricity to 30 foot high catenary wires, resulting in a noise transmitter, a constant EMF emitter and a visual rat's nest of wires soaring 32 feet above existing ground level.

13 For an engineer to forget height is criminal; for the consultants to commit compound errors on the siting of this facility is incompetent and negligent. Where is the photograph of this station? The DEIS refers only to the adverse visual impact on "235 Seneca Drive", intentionally failing to identify the full visual effect on beach goers, restaurant patrons, other Seneca Drive residences, and houses across the cove that have an unobstructed view of this eyesore. This failure of the DEIS to serve its charge of pointing out environmental issues is an example of culpable negligence and solid grounds for legal action if concerns are ignored. The DEIS is tainted with cases of equally sloppy work.

2L I, FIG #3.4-2
PAGE 3-27

Volume I Figure #3.11-2 Page 3-27 Visual Impact

(4)

A picture of the railbed taken from 211 Seneca Drive, Groton, CT.

(14) On page 3-27 and again on pg. 4-43 this vista is erroneously placed, in the DEIS, on Jordan Cove. The cove in the picture is Palmer Cove, about ten miles from Jordan Cove. This compund error, of course, disqualifies the conclusions of 4.11.2.2 on page 4-43 and is another example of the fatal lack of professional accuracy in this study.

(15) Volume I Page 5-20 Figure 5.2-1. Areas of Potential Impact--Neglects to include -(intentionally?) this Seneca Drive Visually Sensitive Area designation at Milepost 129.4 and

(16) also fails to mark the Adverse Vibration Impact recorded at Mileposts 129.3 and 129.8 which exceeds the established acceptable vibration threshold.
The Summary, Figure 5.2-2 is deficient since it "lost" these locations in its report.

Here again, the document makes more mistakes in favor of the project to the detriment of the environment it was contracted to protect. Is there a definite pattern emerging here?

Volume I, Page 4-43, Adverse Visual Impact.
(17) While citing the property at 211 Seneca Drive, Groton, CT as potentially impaired by "adverse visual impact" to a degree of "4" (the worst), the DEIS fails to recognize the other properties on Seneca Drive with clear sight of the same impacted view -- or -- properties to the south of the railroad also impacted. These omissions invalidate the "small percentage" theory of page 4-43, already in fault due to the Noank paralleling station mistakes

(18) The electro-magnetic (EMF) threat was dismissed as lacking scientific proof. This is highly reminiscent of the tobacco and asbestos cover-ups and this dismissal will not prevail on this project. The table on page 4-22 shows the highest reading for all categories was recorded at the AMTRAC station. Outrageously,measurements were made on existing AMTRAC lines south of New Haven, using existing equipment that draws a maximum voltage of 12,000 KV with full knowledge that the proposed electrification project will utilize 25,000KV (or more?) with concurrent greater electro-magnetic fields, at least doubling as the trains pass each other.
Frequently, two or three engines are hooked up if the load is heavy or there is a large number of coaches. Why were these obvious facts ignored, given no mention at all?

(19) Why werer't EMF measurements experienced in Sweden reported in the DEIS?

Why were the Swedish EMF criteria and the results of the Swedish EMF study excluded from Table 4.5-1 while selecting Great Britain and Germany data?

I am requesting that the experience of this train running in Sweden be immediately addended to the DEIS, the true and actual measurements of vibration, noise, track wear and required maintenance and EMF with full disclosure of the negative impacts to the environment.

(5)

Continuing the notation of errors:

The environmental impact of the Increased Noise of High-Speed Trains.
(20) This issue, how the recorded, measurable, increased noise affects the quality of life of residents, neighbors, and wildlife along the tracks,has been treated in a most unprofessional, biased, and negligent manner. In constructing a noise level model to serve as a "base line", three Groton locations, (in West Mystic), were selected to record noise levels under existing conditions. When I personally requested that noise readings be taken at the bridge in Palmer Cove I got the run-around that customarily goes with a cover-up.
(21) By taking noise levels at three locations where the horn is sounded for on-grade crossings or bridges, the consultant insured that the same model used in the high-speed future would yeild "no increase" or, in fact, a decrease in noise since the crossings would be eliminated, replaced with overpasses, or,more cleverly, at the higher speeds, the horn would be sounded earlier, at a different place,thus, in its absence, actually decreasing the decible level at the
(22) "model" location. Neat trick, guys. You even avoided any measure at all of the "sound over water" factor, how it's more distinct and travels farther, like a fog-horn. Really smart to skip that trap of physical fact considering that this stretch of track through South-Central and Southeastern CT bridges and abuts miles of tidal marsh, creeks, rivers, coves, densely developed with residences, commercial and water-related activities, all to be impacted by the unreported "sound over water" phenomenon. This is a flagrant case of avoiding a vital issue.
The noise impact model is seriously flawed; it fails to establish a noise level base-line reflecting wheel-to track,engine and equipment noise as it now exists, so this base line can be truly and honestly compared to anticipated high-speed noise reinforced by the background "continuous tone" of the paralleling facility, freed of the intentional diversion of the "horn-sound" insertion. Another example of slanted and inaccurate work.
(23) Why weren't noise readings taken and reported in the DEIS of the recent Swedish train high-speed run on segments of New Jersey and Pennsylvania track? Or the German train run?
(24) Why aren't existing noise levels in Sweden or Germany reported?
Summerizing my comments on the DEIS coverage of the Impact of Increased noise, I note on page ES-8, ES5.2.3, also on page 5-19 the report states that the major source of noise "would be the rolling interaction of train wheels on rails,
(25) which would increase due to increased train frequency and speed" NO MENTION OF HORN OR HUM OF PARALLELING STATION
The study then relies on its flawed "model" with its ill-disguised biased selection of "noise sensitive locations", to set its base line.

(6)

There are books that chronicle the history of the high-speed rail experience. The Japanese and German experience is filled with severe, negative environmental impacts, yet the DEIS ignores this fact, destroying its credibility.

(26) The potential for a major economic interruption of recreational and commercial marine activity by constictig water passage through closed rail bridges with its obstruction of unrestricted submarine movement and subsequent threat to the future existence of the Groton, CT Navy Base will be an economic disaster. The DEIS makes no mention of this in its Socioeconomic remarks.

(27) The maintenance of the track and roadbed, switches,etc., due to the punishment of high-speed trains, will be exponentially increased, causing so much down-time that the "reduced travel time goal" will unattainable. Data on the need for increased maintenance is readily available from rail sources in Japan, France, Germany and Sweden, yet,

(28) there is no reference to this in the construction noise section. Nor is there mention of the increased noise of construction due to the added destruction and wear of high speed trains, and thus, said maintenance to be performed primarily during the night, sleeping hours, denying the peace required for life to those within hearing. This is an additional degradation to the quality of life completely overlooked by the DEIS document.

The foregoing list would be longer if the same degreè of scrutiny was applied to areas other than the Noank section of Groton which is of personal concern. Of course, comments on subjects of a project-wide nature are not limited to the Noank area but are applicable to the entire three volume DEIS.

These mistakes, omissions, lies and errors cover the DEIS with a cloud of unprofessional grayness. To lift this cloud, I suggest a new study be undertaken on the alternative of a totally new, Northeast Rail Corridor, dedicated to passenger and freight, high-speed rail usage with little or no impact on the fragile environment.

Sincerely,

James J. Musante

James J. Musante

Nov. 29, 1993

CT4-37

RECEIVED

November 18, 1993

(1) My son David Victoria owns and operates a Marina at Walker's Dock which has been scheduled for closing. Each boat owner will be in the range of "EMF" from 0 to 400 ft. Our home is also within the range of 500 ft as the crow flies.

(2) We are against closing of any crossing and against electrification of rails anywhere in the State until The Federal Government - State Government - Amtrak can prove without any doubt the health of our people will not be jeopardized.

Thank you.

William Victoria

William A. Victoria & Family
4 Woodland Ave.
Stonington, CT 06378
Phone # 535-3962

CT4-38

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED 12-6-93

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: My name is Kathleen Meaney and I own property in South Lyme, Connecticut.

My property abuts the Amtrak line and I am opposed to the introduction of a high speed for a variety of reasons. First, there is no need for this service. The increased amount of

(1) trains would not only effectively cut off the shoreline from marine traffic, but also create

(2) a hazardous and unsafe situation for abutter and shoreline people. The Boston Herald published an article on Wednesday, November 24, 1993 wherein Amtrak was quoted as saying that "ridership was down " even after Amtrak increased its number of cars for travel. HOW CAN

AMTRAK NOW SAY THAT THIS TRAIN IS NECESSARY???MOST PEOPLE FLY IF THEY WANT TO GET TO NEW YORK

(3) QUICKLY...YOUR NUMBERS ARE WRONG AND THERE IS NO NO NO NEED FOR THIS TRAIN OR INCREASE IN

(4) NUMBER OF CARS . There is also the noise pollution and the unsuitability of the curvaceous Connecticut coastline for such high spped trains,,,and no benefit to the residents of Conn. There is also the real potential of environmental damage from the EMF field to humans and

(5) wildlife. How can you develop such a money making venture for you at the risk of polluting the environment with noise, vibration, EMF(which no one knows the real effects of) when there

(6) is no need for this service. You admitted this in the Boston Herald,. How can you mislead the people of Southern Connecticut with your stories of the magnificence of this idea when there is no positive effect at all for Nutmeggers??????? I oppose this electrification and if you must put it in , I will demand a noise barrier on my property and damages fron Amtrwk for devaluation of my property. Please rethink your position on this proposal, as it is unnecessary, unhealthy. unsuitable for the Conn. shoreline. unsafe for chilren who abut the tracks that are near recreation areas and it is a disaster for boaters and fisherman on the shore.HAVE YOU THOUGHT ABOUT HOW BOATS WOULD EXIT OR ENTER THE RIVERS OF CONNECTICUT WITH FIFTY SOME TRAINS??????????DO YOU CARE????????

Kathleen W Meaney Esq

CT4-39

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/6/93 gpm

COMMENTS: I have several concerns and think there to be many unanswered questions.

Health issues raised at the Old Saybrook hearing were dismissed in a cavalier manner: Can the impact of

(1) electromagnetic fields on humans and animals be proved negligible?

(2) What the outcome cost to electrifying when diesels would be the job.

(3) I don't see how the commuter rail service could survive — and it's important.

(4) How would rail freight be affected? There's a lot more work needed here

J.R. Munger
12/2/93

G. R. "Monk" Munger
95 Branchville Road
Ridgefield, CT 06877

CT4-40

RECEIVED 12-6-93

November 30, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, Mass. 02142

Dear Mr. Goulet:

We are writing to register our alarm of the proposed electrification of AMTRAK RR along the Connecticut shoreline north of New Haven. As a property owner along one of the coves reaching into the wetlands north of the existing railroad bridges, our access to deep water would be drastically curtailed by changes to existing structures. Not only this, but we are also convinced that there are dire consequences to the environment as a whole if this plan to increase rail traffic to accommodate high speed trains along the present route is allowed to proceed. (1)

The Connecticut shoreline is one of New England's most valuable natural resources. The industries dependent upon existing freight lines on the AMTRAK, as well as shipping deliveries of fuel and freight would be disconnected if electrification is accomplished. The long-term economic decline resulting from this, as well as the potential losses to tourism, would spell disaster to an area of our state which is already seriously economically depressed. (2) (3)

We respectfully request that a 90-day extension be granted to allow additional hearings to be conducted so that the general public and concerned citizens can be included in the final decision made on this critical issue.

Thank you very much.

Sincerely,

Eleanor Andrews

Eleanor and William Andrews
107 Seneca Drive
Noank, Conn. 06340

CT4-41

J. WILLIAM W. HARSCH
ATTORNEY AT LAW
170 Westminster Street, Suite 800
Providence, RI 02903

Providence:
Office: (401) 454-4466
Fax: (401) 351-3914

Washington, D.C.:
Office: (202) 466-5770

Of Counsel:
John Marks

December 2, 1993

RECEIVED 12-6-93

Mr. Glenn W. Goulet
Northeast Corridor Project Manager
DTS-72
Volpe National Transportation
Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Re: Amtrak NY/Boston Electrification Project

Dear Mr. Goulet:

Attached herewith is a copy of the original letter of objection sent to you by fax.

I am also enclosing herewith, for the record, a copy of the petitions signed by several hundred concerned residents of the Southeastern Connecticut area to give you some idea of the widespread nature of citizen interest and concern regarding this project.

Although the Amtrak project has been "in the news" for a considerable period of time, citizens groups, and indeed local governments, often have difficulty in knowing how to effectively participate in the public comment and review process. This is clearly the case in this situation.

Accordingly, I renew on behalf of Citizens Against the Amtrak Electrification Project and the many individuals signing the attached petitions, the request for a modest and justified extension to the DEIS comment period to February 1, 1994. (1)

Thank you for your attention to this matter.

Sincerely yours,

J. William W. Harsch

JWWH:dfd35y
Enclosures: (1) Ltr dtd 12/1/93 to Peter M. Montague
(2) Signed petitions

CT4-42

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-6-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: I am very strongly opposed to this project for the following reasons:

1. Potential danger of EMF exposure which may cause cancer
2. Very minimal benefit saving a little time in travel for a few people & tremendous economic & environmental cost.
3. Increased danger @ rail crossings & rails
4. High economic cost of limited & lost access to land
5. Noise & visual pollution - train traffic, lines
6. Damage to wetlands
7. Loss of navigable water access by increased traffic
8. Loss of value to existing businesses
9. Loss of value to properties
10. Loss of tax base
11. Lack of consideration for local populations which will be affected by these changes which provide very little relative benefit
12. Increased risk of loss of endangered species (short nosed sturgeon)
13. Increased disturbance to many indigenous species - damage to habitats, food sources.

* Please extend the comment period too 90 days because the report was delayed

Melissa Alezy (203) 536-6930

CT4-43

W. WALLACE and CAROL FENN
169 Seneca Drive
Noank, CT 06340

Dec. 1, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC, DTS-77
55 Broadway, Kendall Square
Cambridge, MA 02142

RECEIVED 12-6-93

Dear Mr. Goulet,

We would like to request a 90 day extension on the period for comments to the DEIS on the electrification of the railroad through southeastern Connecticut. Very few of the people who will be affected by the plan are aware of it, and they should have a chance to consider it and voice their concerns. The comments below are in addition to those expressed at the recent public hearings.

(1) We became aware of the increase in rail traffic at about the time the DEIS became available. Our major concern is that the movable bridges will be able to be opened for boat traffic much less frequently and this will have severe consequences for many people who are involved at all with boat traffic through any of the 5 bridges. The U.S. Navy Submarine Base at Groton may be in jeopardy because its ships and subs must have the bridge opened in order to pass. It just barely escaped being closed in the recent base closing activity, and its loss would have a very severe economic impact on the entire region. The Coast Guard Academy's ships are also north of the bridge. In addition, the many marinas and boat yards upstream from the bridges will be affected because their customers will have difficulty getting to them, and out. Passenger-carrying schooners and others will also have difficulty, as will other commercial traffic. All this will have a negative effect on businesses, jobs, and tourism in the region.

(2) Another effect from the increased rail traffic would be an impairment of the rail freight service in the region with a consequent economic impact on the freight carriers and the businesses and jobs which depend on them.

(3) The increased noise and vibration, impairment of views, and potential danger from electro-magnetic fields, will cause a reduction in real estate values, and property owners will sue for reduction of their tax assessements with a consequent loss of revenue to the towns.

(4)

(5) In addition to these negative impacts on the people of the region, there are potential negative impacts to the railroad. The movable bridges sometimes get stuck open, blocking the trains. The Navy may have priority over the trains at the New London bridge, hardly good for an express train. A ship could hit a bridge in the fog and cause a derailment as happened recently in a southern state. Most of the bridges are old, and the increased vibration from more and faster trains will cause more maintenance. In Japan the vibration caused the roadbed to be rebuilt several times since WW II. Testimony was given at a recent public hearing, that in order to compete effectively with air travel, the trains would really have to make the New York to Boston run in around 2 hours instead of 3. That would be impossible on the twisty roadbed along the shore which is also the longest available route. An alternate route would be needed, and we think it should be considered now.

(6)

(7) All of these concerns plus those of grade level crossings and endangered species, along with alternative solutions, need to be explored in depth. The DEIS states incorrectly that the plan will have no adverse economic impacts, probably because it completely ignored the effect of increased rail traffic on water traffic. That aspect needs much more input from the affected people so a 90 day extension should be granted.

(8)

Sincerely,

W. Wallace Fenn & Carol Fenn

CT4-44

RECEIVED

3 December 1993

CDR Calvin E. Crouch, USCG (Ret.)
42 Mumford Cove Rd.,
Noank, Connecticut 06340

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142

Dear Mr. Goulet:

I am in the process of studying your Draft Environmental Impact Statement/Report on the Northeast Corridor Improvement Project, Electrification - New Haven, Ct to Boston, MA. and am developing several major concerns which I believe warant more careful consideration before the FRA commits any further to this proposed project. Two are foremost in my mind: the economic impact of the entire concept of greatly increasing the number of trains passing through the NEC on marine traffic and commerce, and the unresolved issue of the potential health impact of electro magnetic radiation.

1 Because the NEC runs directly along the coast, there are a number of bridges over navigable waterways that would be severely restricted as to the time and frequency during which they could be opened to allow marine traffic to pass. This could disrupt the flow of tugs and barges and other commercial traffic carrying fuel oil and other materials to cities such as Hartford and Norwich Connecticut and towns and industries along the way. It would also have a severe impact on marinas upstream of the bridges and the hundreds of boaters who maintain their boats at these facilities. You state that approximately 330 permanent jobs might be created by this project. Here is an adverse impact that could result in the loss of many jobs.

2 You state, on page 5-21 of the DEIS, that a number of epedemiological and biological studies have been undertaken over the past 20 years, and that, to date, the concensus of the scientific community is that there is no conclusive evidence that a link exists between EMF exposure and health impacts, I would submit that neither is there conclusive evidence that a link does not exist, indeed I understand that many respected scientists are convinced that there is a link. It certainly seems that your dismissal of the potential for risk in the face of the widespread and highly publicised controversy over the EMF question is ill-advised.

I know of a number of people and organizations who have only recently become aware of the potential impacts of this proposed project, the associated high speed trains and the significant increase in the number of trains. There seems to be a growing feeling that this project is being "slipped through" and that all of the areas of potential impact have not been adequately addressed. I am therefore requesting that an additional 90 day period be provided for further comment on the DEIS.

Sincerely,

CALVIN E. CROUCH

CT4-45

Nov. 30, 1993

217 Seneca Drive
Noank, CT 06340

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED
12/14/93
GPM

Dear Mr. Goulet:

I am strongly opposed to the electrification of the railroad tracks between Boston and New York. It seems extremely unfair and unwise to shave a few minutes off a business trip for the following price (borne by others who do NOT benefit):

(1) · Increased risk of death/injury – pedestrians will be killed or injured by an increasing number of faster trains. I have seen numerous close calls, just watching from my deck, which overlooks Palmer's Cove.

(2) · Environmental damage – from underwater cables and increased traffic

(3) · Visual and aural pollution.

(4) · Major disruptions to fishing, shipping, and

(5) recreational boating.

I request a 90-day extension of the current deadline to permit further investigation and hearings on this project, which has such wide-ranging and serious impacts on our lives.

Respectfully,

A. V. Dickson Jr.

CT4-46

Dec 1st 1993

RECEIVED
12/3/93
GPM

Mr. Glenn Goulet DTS72
US DOT / RSPA
Volpe Nat. Transportation Systems
55 Broadway
Kendall Square
Cambridge Mass 02142-1093

Dear Sir

For the many many
(1) sound reasons, environmental, ecological, + economic, we do not want the high-speed electric trains coming through southeastern Connecticut.

Very Truly Yours
Stonington, Ct. / Eliot H. Porter

CT4-47

November 30, 1993

MR. GLENN GOULET
US DOT/RSPA/VNTSC
DTS-77
55 BROADWAY
KENDALL SQUARE
CAMBRIDGE, MA 02142

RECEIVED 12/3/93 pm

DEAR GLENN GOULET

Due to very little public notice about the pending high speed electrification of the Amtrack Northeast Section from New Haven to Boston, December 1st is a short time for comments about what the Amtrack is proposing. We, a Noank group, would like to request a 90-day extension for further research and comments.

The railroad people have not presented all the facts:

1 (1) They propose a status quo on all present cove drainage, wetlands. This would prevent increasing tidal flow to properly flush the wetlands which is one project that is necessary to help clean up Long Island Sound.

2 (2) Closing grade crossings would force many out of business, such as marinas, loss of homes, and cause congestion in rerouting traffic.

3 (3) Increased rail traffic would slow access to river traffic through bridges for boats, barges and submarines.

4 (4) Electromagnetic force has been proven harmful in Sweden and is also an eyesore.

5 (5) Turbo electric would be a much cheaper means of locomotion.

(6) Wisconsin elected to use turbo electric trains between Milwaukee and Chicago in preference to electromagnetic because of the tremendous cost savings.

6 (7) On what does the railroad base the increased number of trains?

These are only a few points which need further research and clarification. We strongly urge your support in granting our request for a 90-day extension to review these matters in greater depth.

Sincerely,

Frank M. Holby
46 Mumford Cove Road
Noank, Ct. 06340
(203) 536-2382

CT4-48

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/3/93 pm

COMMENTS:

Dear Mr. Goulet:

1 Due to the length and complexity of your DEIS, I am requesting a 90 day extension on the comment period.

Paul Bates
47 Church St.
Noank, Conn.
06340-5749

CT4-49

Jessica Morrissey Breen
105 Elm Street
Stonington, CT 06378

RECEIVED 12/3/93

Mr.Glen Goulet,DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge,MA 02142

December 1,1993

Dear Mr. Goulet,

I am requesting a 90 day delay in submitting comments on the DEIS/R for AMTRAK's proposed electrification of the NEC (Northeast Corridor) main line between New Haven,CT and Boston,MA based on the broad and intense "local opposition" that the DEIS/R has stirred up. Numerous complaints have been voiced at the public meetings by tax payers who do not support this project. The following is just a sampling of our concerns:

1 1. Risk of one or more of the federal and state endangered species being extripated. The short-nosed sturgeon and other marine life are high-lighted in the attached schedules.

2 2. Conflict between commuter and freight traffic competing for the same rail and time.

3 3. Disruption of local businesses due to excessive bridge closings to accomodate more trains and higher speeds. Local marinas depend upon reasonable access to their place of business. Increased traffic will put them out of business! Major businesses such as the Mystic Seaport, Pfizers, Coast Guard and the Navy will have their operations negatively impacted.

4 4. Danger of accidents resulting from the increased vibrations and faster trains on our bridges with eroded piers.

5 5. Health dangers resulting from high electric voltage, (Electromagnetic field).

6 6. Inappropriate closings of several crossings in the Stonington,CT section, has many tax payers and businesses up in arms regarding this project.

Our group, CITIZENS AGAINST THE AMTRAK ELECTRIFICATION, has substantial reasons for alarm regarding this project. We trust that you will investigate these concerns.

Respectfully yours,

Jessica Morrissey Breen

Jessica Morrissey Breen

CT4-50

Judith W. Neurath

RECEIVED 12/13/93 gm

12-1-93

(1) I request a 90 days delay for DEIS-R Amtrak Electrification Proposal between New Haven and Boston.

Thank you,

Judith Neurath
74 Founders Rd
Stratfordburg, Ct 06033

49 Lindberg Rd.
Stonington, Ct. 06378

CT4-51

249 Pleasant Point Rd.
Branford, CT 06405
December 1, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/13/93 gm

Dear Mr. Goulet,

I attended the public hearing on the Northeast Corridor Electrification Project in Old Saybrook, Connecticut on the 18th of November and, having heard the arguments and read the study, wish to document my opposition to the electrification of the New Haven to Boston line.

The countryside through which the train travels in my area of Branford, Conn. and truly throughout most of the shoreline in Connecticut and Rhode Island contains some of the most beautiful small rivers and salt marshes in New England. The shoreline towns and their Land Trusts have been fortunate in obtaining much unspoiled and scenic land adjacent to the rail line, and in truth, these Land Trusts probably have benefited immeasurably from the railroad's rendering much adjacent land as "unsuitable" for development because of noise, access, etc. In my area, Route 146, which follows the railroad for some 8 miles, has, after much citizen urging, been designated a state Scenic Highway, and it offers some magnificent views of the saltmarsh and Long Island Sound. The rail bed is part of the landscape and offers no offense to the eye; existing power poles, when present along the bed, are almost at grade level. Obviously, close attention to the esthetics of the sight lines had been paid in the past.

(1) Electrification of the line would have an enormous visual impact on the shoreline. The large, flat vistas we now enjoy, of water and marsh and true natural scenery, would be forever changed with the insertion of the catenary poles.

The public is woefully uninformed about this project and town officials have admitted that they've not read the DEIS and are unaware of deadlines. I suspect that once construction starts and visual impact is evident, the public will be shocked out of its apathy.

(2) If the electrification of the line was an absolute necessity in the "march of progress" perhaps it would distress us environmentalists and Land Trust supporters less, but evidence that an alternative-powered train could be utilized makes us urge that this project be stopped at least until full study of the TURBO 111 or any other viable electric-alternative train could be completed. To build , at this monetary and esthetic expense

an early 20th century solution to save an hour might be foolish. Surely AMTRAK has the foresight to take this project forward with 21st century visionary engineering skills by utilizing an alternative train.

In addition to my concerns above, I would like to add my opinion that high speed rail service along the shoreline would be detrimental to the following:

3 Commuter rail service to our New Haven- East Shoreline has received sharply increased rider support, positively impacting upon the auto traffic going across the Quinnipiac River Bridge on Route 95. This has probably delayed for several years, the necessity of replacing that aging bridge.

4 Industry on the Shoreline, of vital necessity to the tax base of our towns, is increasingly dependent upon rail freight receipts and deliveries. DOT concerns must be met to allow sharing of track in this busy corridor. This "partnership" of freight and passenger service can not be compromised because of a hope (which may only be a hope, for the numbers are far from convincing) of luring passengers away from air travel.

5 Boat travel up our rivers has established patterns. Waits for bridge openings at the present time are a hardship for marinas on the inland side. Dramatic increases in frequency and opening times will have serious consequences to pleasure and commercial boating along our major rivers, especially the Connecticut and the Thames. We would urge that the frequency of trains would be reduced by utilizing the inland route as well.

6 Adjacent landowners will suffer serious noise level increases with the increased speed (and why weren't noise levels given in the DEIS?). Mitigating engineering would have little impact (barriers are expensive and unsightly and wheel/rail friction and air displacement noise is almost impossible to "correct"), and sound studies in Europe and Japan of high speed lines show levels which would be extremely detrimental to the quality of life within ¼ mile of the line. The public is truly not aware of this problem, and the DEIS was wrong in minimizing the information.

I will be in contact with the CT DEP to hear how their concerns are addressed, for we are very aware of the Coastal

Zone , in which we also live, fragility in this area.

I thank you for your attention.

Sincerely yours,

Elizabeth M. Dock

CC: Judy Gott, First Selectman, Branford
Branford Land Trust
Tom Rylander, First Selectman, Madison
Rosa L. Delauro

Dr. & Mrs. Donald S. Dock
249 Pleasant Point Road
Branford, CT 06405

CT4-52

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED NOV 29 '93 gm

Mr Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

FROM:
WINNIE COLEMAN
427 NOANK RD.
MYSTIC, CT 06355

COMMENTS: I AM STRONGLY OPPOSED TO THIS ELECTRIFICATION PROJECT FOR THE FOLLOWING REASONS:

(1) ① POTENTIAL HEALTH HAZARD - STUDIES SHOW THAT EVEN LOW LEVELS OF ELECTROMAGNETIC RADIATION CAUSES INCREASES IN THE INCIDENCE OF LEUKEMIA IN CHILDREN WHO ARE EXPOSED. SWEDEN HAS PASSED LAWS TO PROTECT ITS CITIZENS. WHY CAN'T THE U.S.?

(2) ② POTENTIAL SAFETY PROBLEMS - A WINDING, CURVY, HEAVILY POPULATED COASTLINE IS NOT A VIABLE LOCATION FOR HIGH SPEED TRAINS. FOGS, HURRICANES, BRIDGES OVER BOATING AREAS (MANY NEED REPAIR), DANGEROUS CROSSINGS - ALL SIGNAL TROUBLE. COSTLY REPAIRS, LENGTHY DELAYS, AND SERIOUS ACCIDENTS ARE INEVITABLE.

(3)

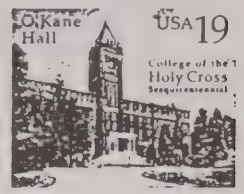
(4) ③ ENVIRONMENTAL DAMAGE - THE ADDED NOISE AND VIBRATION OF FASTER AND INCREASED NUMBERS (MORE THAN DOUBLE TODAY'S NUMBER! OF TRAINS) WILL HAVE A NEGATIVE IMPACT

(5) ON OUR WETLANDS AND WILDLIFE AND MAY SIGNAL THE END FOR SEVERAL ENDANGERED SPECIES (e.g. Shortnosed Sturgeon).

ASKING THE CITIZENS OF S.E. CONNECTICUT TO PAY FOR THIS ILL-CONCEIVED, EXPENSIVE PROJECT WHICH WILL DESTROY THEIR COASTLINE AND ENDANGER THEIR HEALTH IS LUDICROUS. THE CORRECT LONG TERM SOLUTION IS TO SEEK MORE DIRECT SAFER INLAND ROUTES (e.g. ALONG OR NEAR MAJOR HIGHWAYS) AS THEY DO IN OTHER COUNTRIES WITH HIGH-SPEED TRAINS.

CT4-53

RECEIVED NOV 29 '93 gm



Mr. Glen Goulet DTS 72
U.S. D.O.T/RSPA
Volpe National Transportation Systems Center
55 Broad St - Kendall Sq
Cambridge, MA 02142

(1) We are strongly opposed to the AMTRAK Electrification Project bringing Hi-speed Trains along the Connecticut Coast.

Jean + Don Simpson
20 Pearl Street
Mystic, Ct 06355

11/28/93

CT4-54

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goule'
US DOT/RSPA/VNTSC
DTS 77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

COMMENTS I live at 4 Roosevelt Ave, which if you check a local map is right next to the "Famed" Mystic Depot, and I am very opposed to the electrification of the Northeast Corridor. My reasons are simple. I don't want brain tumors and up to twenty more trains blowing their already too loud horns passing by my house everyday. The neighborhood I live in is already "low income" because Amtrak is so close. Just because I am poor is no justification for me losing sleep, going deaf and, inevitablly getting cancer. Electrification serves only a handfull of people, none of which live in Connecticut. Also, I fail to understand where Amtrak is getting the money for this massive project when it is already losing money with its basic service. If you ask me, Amtrak would do itself a huge favor by running local trains from, say, Westerly to New London, etc. In closing, electrification is a bad idea and I will do everything in my power to see it does not happen.

(1)

Matthew J. Hannan
4 Roosevelt Ave
Mystic, CT 06355

CT4-55 Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 08 23 93 gfm

COMMENTS Having lived in the near vicinity of tracks all my life, (50ft) I already know the existing dangers of the tracks ie getting hit, noise annoyance etc. These dangers will increase with the addition of the electrification, due to the added factor of electricity. Constant drones of power, why must transportation become even more dangerous. To save money? To save time? Take a plane. Move to where you travel to most often. One will save money by moving anyway. Living directly across from tracks is cheaper due the noise, but now there'll will be an
(1) even larger danger, side effects from the intense power, cancer, others health problems altogether. That's something I can't afford. More trains per hour, Oh Joy! That is just what we all need. No, That's just what Amtrak needs. The trains are fine how they are now, why can't they be left alone. Unless Amtrak can afford more accidents per year, plus lawsuits due to those, which I highly doubt, electrification should at least be held off for further planning and a search for alternatives.
I do not feel safe with this idea, I am highly against this and will stand my ground, as long I possibly can to put an end to this absurd idea of Amtrak's.

Ted Rice
4 Roosevelt Ave
Mystic CT
06355

CT4-56 Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS 77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 08 23 93 gfm

COMMENTS People are so interested to see how fast they can get from point A to point B. If the train works then don't try to fix it. I live right across from the Amtrak station in Mystic. Day after day, night after night, the train goes by. Passenger trains, freight trains, trains pulling trains, they are all going fast enough to get you from here to there. I see no need for any superstrain, or electrification of any train.
I do not understand why any person would board a train faster than train go now. The amount of danger on Amtracks now is beyond suicidal, going faster, and faster just seems luticrious. The possibilities of accidents increases. The possibilites of delays are increased as with the installation of every new system, or any improvements.
Living next to the tracks we have "misplaced" 3 cats. This number would increase with the third rail thing
(1) being ELECTRIFIED. The Electro-Magnetic feild is a proven cause of brain disorders as well as immune deficiency there by leaving a person susceptable to cancers etc
Please do some serious thinking about the neccessaty of a faster, electrified locomotion.

Sincerely,

4 Roosevelt Ave
Mystic CT 06355

Zach Johnson

CT4-57

M. BRUCE REIBER
11 YANKEE PEDDLER PATH
MADISON, CT 06443

RECEIVED DEC 1993

November 30, 1993

Mr. Glenn Goulet, DTS - 72
US DOT/RSPA
Volpe National Transportation Systems Center
53 Broadway, Kendall Square
Cambridge, MA 02142

Comments on the Draft Environmental Impact Statement - Northeast Corridor Improvement Project Electrification Final Report - September, 1993.

Refer to Section 4.4.4.1 of Volume I - train Noise - Levels will increase with the major noise source at higher speeds being caused by wheel/rail interaction. The criteria you propose (Table 4.4.2) will allow a 9 dBA increase in Westbrook (Table 3.4-1) where the noise levels are already measured at 63 dBA (L_{eq}) at 105 ft. from the track. There is no limit proposed for L_{max}.

1 This is a substantial and unacceptable increase in noise level. The criteria should be reset with a no degradation goal and with limits on the instantaneous noise levels (L_{max}). Further, the noise level criteria should be absolute. Specifying allowable increases invites creep in the levels if another improvement program comes along a few years from now.

2 Refer to Section 5.2.2.4 - Train Noise & Vibration - The only noise control proposed -- other than barriers -- is a wheel/rail maintenance program. That's important, but it will be the first maintenance item discontinued when the budget gets tight. There should be an effort to design the equipment to minimize noise at the source.

For example -- reducing the axle loadings by reducing the train weight will reduce wheel/rail noise and be independent of the maintenance program. It will also reduce vibration levels and fuel consumption.

3 Why hasn't light weight equipment been considered?

M. BRUCE REIBER

CT4-58

RECEIVED DEC 1993 11/28/93

REF. - NEW ENGLAND ELECTRIFICATION

DEAR MR. GOULET,

ONE AREA WHICH I DID NOT FIND COVERED IN THE IMPACT BOOKLET IS THAT

1 IN THE VERY NEAR FUTURE INTERCITY TRAIN TRAVEL WILL FACE AN INCREASING SHORT-FALL OF PASSENGERS DUE TO THE INCREASES IN CRIME AND THE CONTINUING EXODUS OF JOBS TO THE SUBURBS.

THE CITY OF NEW HAVEN HAS DECLINED FROM 160,000 IN THE 50'S TO 120,000 AT PRESENT. ALL OF ITS LARGE RETAIL STORES HAVE MOVED OUT, (MACY'S, MALLEY'S), AND THE CHAPEL SQ MALL IS GOING UNDER. SUBURBAN TRAVELERS WILL NOT TRAVEL TO, OR PARK AT, A RAILROAD STATION LOCATED ACROSS THE STREET FROM A DRUG-FILLED, CRIME OVERRUN, PUBLIC HOUSING PROJECT WHERE SHOOTINGS ARE A DAILY OCCURANCE.

2.

YOUR OPTIMISTIC PROJECTIONS OF PASSENGER RIDERSHIP WILL NEVER HAPPEN AS CITIES BECOME ISOLATED ENCLAVES OF CRIME, WITH NO BUSINESS (HENCE FEWER WORKERS), OR SAFE TRAIN STATIONS. CITY CRIME WILL UNDO ALL OF YOUR PASSENGER PROJECTIONS AS PEOPLE STICK WITH THEIR CARS.

ELECTRIFICATION WITHOUT A GROWING PASSENGER BASE WILL BE A MONUMENTAL WASTE OF MONEY, AND THE PASSENGER PROJECTION OF 1,756,000. IS A MONUMENTAL OVER-ESTIMATE.

YOURS TRULY,
ROBERT GERARD
139 SCOTLAND RD.
MADISON, CONN.
06443

Robert Gerard

CT4-59

4 Johnson Street
Pawcatuck, CT 06379
November 23, 1993

Federal Railroad Administration
Department of Transportation
c/o Volpe National Transportation Systems Center
Kendall Square
Cambridge, MA 02142-1093

RECEIVED

Attention: Mr. Glenn Goulet, DTS-72

Gentlemen:

I am the owner of a significant tract of land which abuts or is adjacent to the railroad tracks in the Town of Stonington, Connecticut.

1. I am concerned that the electrification project proposed will devalue my property and would like assurances before the project is undertaken that it will not.

2. The excessive increases in noise and in vibration levels and the effects of the electromagnetic fields emitted from the overhead lines will be a detriment to those living in the
3. immediate area and will certainly devalue the surrounding properties.

4. Your comments would be appreciated.

Yours truly,

Rocca DiCesare

(Mrs.) Rocca DiCesare

c: The Honorable Sam Gejdenson, Member of Congress
CT State Representative Robert R. Simmons
CT State Senator Catherine W. Cook
David Burdge, First Selectman, Town of Stonington

CT4-60

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/13/93 gm

COMMENTS: I would like to add my voice to the chorus of negative opinions in regard to the DEIS for the Northeast Corridor Improvement Project Electrification. It has many flaws and inaccuracies and is an obvious attempt to
(1) promote the project by minimizing the environmental impact in the region. Areas of wetlands have
(2) related visual impact on residents were ridiculously underreported. Does this study reclaim how river traffic will run with railroad bridges
(3) raised to accommodate the volume of traffic? What about the condition of the bridges
(4) and the track beds? What happens in the Connecticut River or the Castleton or Hudson River beds?
(5)

I strongly support rail traffic. I believe this project should be considered for an alternative route either via Hartford/Springfield or via I-95 in some way. No one has considered these alternatives in a serious way. I also don't understand why electrification is the only power source considered. The danger of EMF to health is still unclear, but evidence mounts to prove to
(6)
(7) be a danger. To generate the electricity would pollute the air with whatever is used to produce the power.

Sincerely,

Karen Lee
26 Island Rd
Stonington CT 06378

CT4-61

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/13/93 gm

December 2, 1993

COMMENTS:

I have reviewed the various impact statements made ~~available to the public, and as an ecologist, I find~~ the present plan to add a high speed train along the Connecticut shoreline an idea that must be reconsidered due to the basic ecological impacts. Wetland Ecology
(1) will be further degraded including loss of wetland acreage. ~~You are aware that 50% of the tidal wetlands~~ have already been lost along Long Island Sound. The ~~impact statement reveals further loss in crossing~~ construction. Several acres will be directly impacted. Already these marsh systems are seriously constricted by many causeways which will have to be upgraded. Improper tidal flushing has converted vast acreages to ~~Phragmites australis (reedgrass), replacing the more~~ viable Spartina grasses. The coastal waterfront of ~~Connecticut is no place for a high speed train.~~
(2) Explore viable alternatives which is required by law. I am not opposed to FAST TRAINS, only the proposed location. In Volume II of Land Use and Regulated Areas
(3) all the tidal wetlalnds are not shown in the color code. ~~If all were shown, much of the railroad bed~~ would be embedded in a matrix of tidal wetlands as ~~anyone knows who has ridden the train from New York to~~
(4) Boston. The green symbol for Open Space also includes ~~considerable wetlands.~~ My point is that wetlands are not properly shown on maps which otherwise are excellent.

Sincerely yours,

William A. Niering

William A. Niering
Professor of Botany
~~Connecticut College~~

Conn College
270 Mohegan Ave
New London CT 06320

CT4-62

Nov. 30, 1992

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Sir:

I am writing to voice my disapproval of the plan to electrify the Amtrack railroad between New Haven and Boston and to urge you not to approve the permits needed for this project.

The fatal flaw in the railroad's plan is to use old tracks through one of the most densely populated regions in the United States.

1 1. The risk from EMF to the environment and to the human population that live and work near the tracks is tremendous. Although the studies on EMF hazards to animals including humans are not definitive yet, the potential for damage could rival the asbestos disaster in this country.

2 2. The risk from high speed trains on old, outdated, and dilapidated bridges and tracks with numerous bends and twists is extremely high to boaters, riders of the railroad and animals
3 living around the tracks. I will undoubtably lose access to the sound from my current boat dock because it is above the old, low railroad bridge on peaceful Palmer's Cove in Noank. Many other citizens are in a similar situation up and down the coast.

4 3. If the trains run every 18 minutes as is being suggested, it would essentially close the Connecticut and the Thames rivers to commercial and naval boat traffic. The Sub base in Groton will have to close and any barge traffic on the Connecticut river will have to unload below the railroad bridge.

With such tremendous risks and high financial costs, the gain of a few minutes in travel time for a few people taking the train from New York to Boston seems unbelievably small. I'm sure from your perspective, the risk to the environment and to marine interests makes this project un-approvable. I urge you on behalf of all the people who live and work near the railroad to reject their request for a permit.

Sincerely,
Beryl Dominy
Cheryl Dominy
Beryl and Cheryl Dominy
189 Seneca Drive
Noank, Ct. 06340

CT4-63

RECEIVED

November 19, 1993
488 Oak Avenue - (Unit #48)
Cheshire, Connecticut 06410

Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142

Dear Sir:

With regard to the proposed Electrification of the railroad line between New Haven, Connecticut and Boston, Massachusetts, I would like to offer the following:

1. The mainline between New Haven, Ct. & New York City is and has been electrified on a 4 track Mainline since 1907 and as far as I know there has been nothing detrimental because of this since it's inception.

2. The mainline between New York City & Washington, D.C has been electrified on a multi-track mainline for over 60 years and that has been trouble free since it's inception.

3. The mainline between New York City & Harrisburg, Pennsylvania has also been electrified for over 60 years and this also has been trouble free.

4. The Swiss Railway System is also mostly electrified and it has proved itself the finest of systems in the world.

5. The German Railway System and British Railway Systems and some other European Systems and partially electrified and this has been beneficial for all concerned.

1 The point I would like to make is that electrification of railway lines are beneficial to all concerned. They provide pollution free transportation. Electrical propulsion is also the most efficient type of power that is currently available for use on our railroads. As far as magnetic or electro disturbance, I have seen no evidence of this in any of the above or other electrical railroad systems. This electrification is a step in the right direction. Let us get on with it.

Very truly yours
Carmen A Pascuzzi
Carmen Anthony Pascuzzi

cc/DOT-
Amtk.

CT4-64

RECEIVED 11/29/93

Joseph E. Geary
2 Chesebro Lane
Stonington, Conn.
06378
Tel. (203) 535-0660

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Mass 02142

Ref: Draft Environmental Impact Statement/Report
Northeast Corridor Improvement Project - Sept 1993

Dear Mr. Goulet

Enclosed in this letter is a summary of my comments to the public hearing on 18 November 1993 in New London, Conn. Also enclosed is a copy of a newspaper article reporting on the same public hearing.

I have lived in Stonington Connecticut adjacent to the tracks for over thirty three years with no significant problems from the trains. I am also for a cleaner environment and a firm believer in improved mass transit.

(1) My concern is that we are planning to make a major investment of taxpayer dollars by trying to put high speed trains on a very curvy railbed with a system of wires and bridges that will inhibit use by modern freight traffic. This project will limit views, increase noise, limit access to the water and decrease property values. But of most concern is the public health risk of utilizing 50,000 volts to drive these trains. The research into effects of Eletro Mechanical Fields (EMF's) on cancer is continuing to collect more and more indications that there is a direct link between the two. Study #5 in Volume three is an amateurish attempt to downplay this serious problem. The public in Connecticut is becoming aware of this problem, and Channel 8 in New haven is having a week long series on the impact of EMF's. The goal to increase ridership may be lost if the public is afraid to ride the train.

Joseph E. Geary
2 Chesebro Lane
Stonington, Ct 06378

COMMENTS ON NORTHEAST CORRIDOR IMPROVEMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT

(2) 1. GENERAL COMMENT - Figure ES.1-1 Is a map showing no impact on Connecticut wetlands and waterways. This is indicative of several important environmental matters in this report, as the report tends to downplay most problems identified with the project.

(3) 2. STORM PROBLEMS - At the 19 November 1992 meeting at Stonington, I indicated that during recent storms many sailboats were washed up near the railroad tracks. If 50Kv wires had been in existence then many sailboat masts could have come in contact with the wires. The report contained no mention of problems with sailboats in Stonington Harbor in severe storms.

(4) 3. BRIDGE CLEARANCES - Page 3-30 Volume one states "Bridge Clearance Projects in Stonington area -NONE". I measured the two bridges closest to my home and found the following:

Measured clearance for Footbridge 18.5'
Measured Clearance for Viaduct 17.5'

Volume I page 2-16 indicates clearance required is 19.2', however Volume III PAGE 3-3 indicates a 27.3' 25KV Feeder height and a 23' height requirement for the Contact Wire. Freight clearance requirements are even greater. This area is essentially wetlands, and any attempt to lower the tracks will result in water problems during storms.

(5) 4. VISUAL MODIFICATION DETERMINATORS - Volume I Page B-43 Table 3.11-1 indicates 6 residences listed between Summit Street and Island Road will have their scenic views impacted. Only 1 residence is listed on Chesebro Lane. My home on Chesebro Lane is not listed as having a view to be obstructed, however this is definitely not the case. At least 5 other residences on Chesebro Lane have water views impacted also. This understatement of actual numbers affected was echoed by several others from different areas at the local hearing in New London. The chart in Volume II Page 10 shows location of my home, near water, and in a Historic District.

6 5. GRADE CROSSINGS - The Chesebro Lane Crossing was on the list of crossings on 19 Nov 1992 at the meeting in Stonington. Volume I Page 4-27 indicates that the Chesebro Lane Crossing is eliminated from the list. This crossing provided an evacuation route in the past. The Amtrak spokesman stated in November 1992 that no crossings would be closed without State approval, however no State approval has been identified but the crossing is closed. The impacts of closing the Walker Dock and Freemans Island crossings have been well voiced at several local hearings.

6. NOISE IMPACTS - Volume I Page 4-41 & Table 4.4-4 indicates that at least 787 residences will have noise levels that exceed noise intensity thresholds. I was unable to verify these statements in my area as the study was confusing, however even this number of households where levels will be above thresholds was downplayed.

7. ELECTRO MAGNETIC FIELDS - The Research Study #5 Summary Volume I Page 4-19 indicated that:

> "In studies of residential exposure to EMF some have reported associations of higher magnetic fields with childhood leukemia and others have found no such associations."
>
> "... it has been reported that magnetic field exposures of children with leukemia are higher than in those is residences of other children"
>
> "Variabilities of studies....preclude any definitive interpretation at this time regarding their significance for human health."

7 These studies were conducted for the most part for 115 volts rather than the 50,000 volts planned for the electrification project.

The report listed an impressive listing of reference papers dealing with cancer and powerlines. The report dismissed the studies as not proving conclusively that household wiring (at 115v) increased risk of cancer.

8 The report did not discuss the Swedish study that involved 1/2 million people over three decades that found the incidence of childhood leukemia tripled in homes near powerlines.

9 The report did not discuss the Loma Linda study where the number of cancer cells were reported to increased 1 1/2 to 2 times in existing cancerous areas when exposed to EMF's versus areas not exposed.

The report did not discuss the Fresno California State Study where 21 cases of cancer were reported in people in classes on the side of a school nearest power lines.

The report did not discuss the cancer problems right here in Guilford Connecticut on Meadow Street near a power substation.

7.1 IN REFERENCE TO VOLUME III STUDY 5

I am an Electrical Engineer with 35 years experience, and it is questionable whether any Electrical Engineers or Cancer Physicians were involved in study.

For example the first page the of study indicated:"...EMF's depending on amount of current". No measurements or mention of current in the entire study.

10 The study Noted that adults are not effected as children are, then they set up standards based on "Adult Interim Guidelines" (Table 5-2)

The study set up various groups based upon occupation and proximity to tracks, and then EMF's were measured for the X-2000 train using "frequency analyzers and meters". "PEAK" and average EMF intensities were measured at six locations at different distances from the tracks

11 My concerns with the validity of measurements are:

1. Of the six measurement locations, one set of measurements were eliminated because they were "higher than the rest".

2. Measurements were made with meters and integrating analyzers which do not measure true impulsive peaks, and the data were averaged over long periods of time such that the EMF's appeared negligible. FOR EXAMPLE FIGURE 5-5 SHOWS SPIKES OF UP TO 380mG ALTHOUGH ONLY A READING OF 4.9mG WAS PLOTTED AS "AVERAGE. The actual value of

the Peak reading cannot be determined without knowing the response time of the instrument used for the measurements. It should be kept in mind that instantaneous pulses of power can have significant effect on the human body as seen in a MRI system or in X-RAY therapy.

3. The measurements were made at 12.5KV's rather than the 50KV's expected for the new system.

4. Measurements were made with only one train on the track, no trains going in the other direction, and the train was not fully loaded.

5. There are no indications of the train status during the measurements (i.e. was the train "coasting" at speed?) What is the effect of the train accelerating?

6. There is no indication that current levels were recorded during the test although EMF intensities are a function of current.

As a result, Figure 5-6 on which many assumptions were made is highly suspect.

7.2 ADDITIONAL PROBLEMS

Station EMF exposure measurements were 50 to 100 times the "beside track"measurements of Figure 5-6.

(12) EMF measurements in the locomotive were 50 to 100 times the "beside track" measurements, although the report summarized it at only 21.7 to 134 mG on average.

(13) Children are drawn to look at trains, and the Stonington footbridge is an ideal place to see the trains from. The 50,000volt wires will be 8" below the bottom of the Stonington footbridge exposing them to greater fields than any measured in the "beside track" measurements.

TABLE 5-5 ESTIMATES 8000 PEOPLE LIVE WITHIN 150 FEET OF THE RIGHT OF WAY. The jury is still out on the impact of EMF's on childhood leukemia. The study seems more concerned with the mating of the American Bittern!

8. I would like to recommend that the EMF study not be accepted until reviewed by a competent panel of engineers and physicians and debated in open forum.

9. My bottom line concerns are:

a. Health of my neighbors' children and my future grandchildren.

b. The value of my property. Reassessment personnel "would not touch my property" because of proximity to tracks. They also indicated a significant reduction of property values in Barrington R.I. in recent reassessment although the study stated no impacts on property values could be determined.

c. PUBLIC PERCEPTION OF HEALTH RISK - If a definitive study or a public perception of risk is apparent in the next 5 to 10 years, the public will stay away from "THE CANCER TRAIN" and defeat the goal of improving public transportation after wasting $2 TO 3 BILLION.

There are many other inconsistencies , errors and ommissions in the report, but the EMF hazard could be a showstopper. I hope you will read the enclosed with an open mind. We need better public transportation, but not at any cost.

Sincerely,

Joseph E. Geary

CT4-65

EXHIBIT II

COMMENTS ON ELECTROMAGNETIC FIELDS PRESENTED TO FRA'S PUBLIC HEARINGS NEW LONDON, CT, NOVEMBER 18, 1993

(1) Many of us are concerned about the threat to public health posed by electromagnetic fields. We are aware that the 25,000 volt and 115,000 volt power lines intrinsic to Amtrak's plan to electrify the railroad along the entire coastal (Northeast Corridor) route will created massive electromagnetic fields. Moreover, we are aware of the fact that substations are considered a major source of strong electromagnetic fields. We note that Amtrak's plan calls for 25 substations, paralleling stations, and switching stations where transformers will create electromagnetic fields and what some scientists refer to as electromagnetic radiation.

We are aware that renowned institutions, such as Carnegie Mellon University, feel that while there is a lot more to learn about the impact of electromagnetic fields on humans, they counsel that "society can try to avoid building new lines very close to people." The same university's Department of Engineering and Public Policy states "there is clear evidence that 60 Hz fields can produce various hormonal and other changes in things....." But, is there a confirmed risk to public health? Maybe this can be argued but look at these facts:

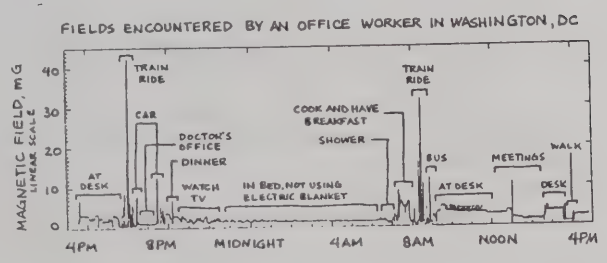
1. As of March 12, 1990, the EPA staff researchers said in a draft report that exposure to fields associated with 60 Hz electrical power distribution is a "class B carcinogen risk." On review by higher authority this conclusion was deleted. Basically, EPA's position became: 60 Hz magnetic fields are a possible, not proven, cause of cancer in people. Exhibit I reviews the EPA 1990 position on electromagnetic fields (EMF's).

2. The EPA in a preliminary draft review said several studies showing leukemia, lymphoma, and cancer of the nervous system in children exposed to magnetic fields from residential 60 Hz electrical power distribution systems, supported by similar findings in adults in several occupational studies also involving electrical power frequency exposures, **show a consistent pattern of response that suggests a causal link**. Evidence from a large number of biological test systems shows that these fields induce biological effects that are consistent with several possible mechanisms of carcinogenesis. However, none of these processes has been experimentally linked to the induction of tumors, either in animals or humans, by EM fields. The particular aspects of exposure to the EM fields that cause these events are not known (EPA Evaluation of the Potential Carcinogenicity of Electromagnetic Fields, October 1990, External Review Draft).

3. In December 1992 the EPA proposed human and animal studies to test, among other hypotheses, that there is an association between EMF exposure

and breast cancer. A number of research projects to establish links between EMF exposure and health problems were proposed. **This study stated that existing mass transit systems (subways and electric trains, etc.) require special consideration and suggested that existing engineering control may not be sufficient to significantly reduce exposure if mitigation is needed: "High priority research areas are cancer, exposure assessment, and biological mechanisms of action."** (Electric and Magnetic Fields, an EPA Perspective on Research Needs and Priorities for Improving Health Risk Assessment, December, 1992).

4. Riding on trains exposes one to above-average amounts of exposure from electromagnetic fields:



Source: Carnegie Mellon's Department of Engineering and Public Policy.

5. There are many occupational studies--63 in this report--that at the 95% confidence level link electromagnetic low frequency exposure and leukemia (Exhibit II).

6. Johns Hopkins University's *American Journal of Epidemiology* published a Swedish study involving 500,000 people of whom more than 100,000 were under age 16. At relatively low levels of EMF exposure (3 milligauss or more) the risk of childhood leukemia was 3.8 times higher than non-exposed children. (Exhibit III and Exhibit IV)

7. While not all studies confirm a health risk, most do. Doctors Werthheimer and Savitz's tests in Denver, for example, show a statistically significant increased risk of cancer in children exposed over long periods of time to electromagnetic fields. Other studies confirm the relationship between electromagnetic fields and diseases such as leukemia and cancer (Exhibits V, VI, VII, VIII).

8. Dr. A. R. Liboff, Professor of Physics, Oakland University, has concluded that electromagnetic low frequency fields are a partial causal factor for the epidemic in breast cancer. (Exhibit X)

9. A team of scientists at Columbia University and the College of Physicians and Surgeons established that short-time (e.g. 20 minutes) exposure to electromagnetic fields affected chromosomes. Specifically chromosomes to exposed cells showed RNA transcription (nascent RNA chains developed). One conclusion was that electromagnetic fields are received by cells as another form of stress. In short, this research proved an effect of electromagnetic fields on cells, chromosomes, and genes. (Exhibit XI).

10. In California, two schools have roped off portions of their buildings, declaring them off limits due to an above-average incidence of tumors and cancer (Slater and Monticeto Schools).

11. A theory has been somewhat confirmed in research at the University of California. It is thought that exposure to electromagnetic fields decreased the pineal glands production of melatonin, a substance thought to inhibit the growth of cancer. (Exhibit XII)

12. A 1992 article in the *New Yorker Magazine*, "The Cancer at Slater School" (Exhibit XIII) relates, anecdotally, a remarkably high incidence of illnesses, namely different forms of cancer. The authorities initially dismissed the article but because of 16 cases of cancer in a recent 2-1/2 year period, among teachers and staff, one side of the Slater School closest to power lines was closed.

13. Even studies financed by electric utilities have shown correlations between blood cancer and electromagnetic fields. (Exhibit XIV)

14. Property values are at issue. Sales of homes near power lines slowed because of fear of electromagnetic fields. (Exhibit XV)

So, we can see a connection between electromagnetic fields and certain diseases, most notably, cancer. The Department of Transportation, through Electric Research and Management, Inc., measured EMF on the Amtrak electrified system between New York and New Haven. The average and peak fields were 52 mG (milligauss) and 305 mG, respectively; in this stretch trains operate on a 60 Hz system like the one Amtrak proposes to install from New Haven to Boston. (Source: Magnetic and Electric Field Testing of the Amtrak Northeast Corridor and New Jersey Transit/North Jersey Coast Line Rail Systems, April, 1993, Vol. 1, PB93219434, 318 pp., Vol 2, PB93219442, 632 pp.)

Because the EPA recommends further study, because our own (Connecticut) legislature has reopened the issue of EMF and public health via a special study committee, and

because of the many studies showing a link between EMF and the onset of conditions such as cancer, birth defects, and chronic depression (Source: Carnegie Mellon University, Dept. of Engineering & Public Policy), it makes good sense to defer or delay the building of an overhead electric system of a nature--60 Hz--that creates electromagnetic fields. What happens if Amtrak ignores all of the data pointing to a major health risk such as breast cancer, builds hundreds of miles of 25,000 and 115,000 volt wires, and then finds out that, just as smoking is linked to cancer, research confirms the same link between EMF and cancer or leukemia in children? Going ahead before the research is complete is like starting a new asbestos mine. We note with interest that 6 judges in New York State agreed that if the (perceived) threat of illness from electromagnetic fields lowered someone's property values, as was the case, that person could collect damages (Exhibit XVI). So, we should expect a lowering of property values of homes in proximity to Amtrak's power lines as is suggested in the Environmental Impact Statement. This means towns will see a drop in revenue from property taxes.

We will, on request, submit a list of scientists who believe EMF is a major health threat. We remind the reader that major institutions including NIH, University of California, University of Southern California, Loma Linda University, University of Rhode Island, Columbia University, Oakland College, Johns Hopkins University, and Carnegie Mellon University are studying or have studied Electromagnetic Fields and their relation to diseases such as breast cancer.

Jason C. Becker
71 Island Road
Stonington, CT 06378
(203) 535-4261

RECEIVED

QUESTIONS FOR PUBLIC HEARING
(Submitted to FRA at Public Hearing November 18, 1993)

2 1. The EIS report compares the coastal route electrification project to no project. Why not look at other alternatives since the coastline is not suited to high speed rail given the wetlands, moving bridges, crossings, footpaths, fog, hurricanes, flooding, the curvy nature of the tracks, space limits which make improvements such as rebuilding or straightening the tracks impossible, negative effect of the noise and vibration on wildlife--most notably breeding and endangered species, and the natural beauty of the coastline? What engineering studies have been done to compare which route is optimum from the standpoint of (a) least negative impact on people and wildlife while accomplishing Amtrak's goal of high speed rail? Can we have access to these studies if they have been done and, if they haven't been done, why not?

3 2. We understand there will be 4 wires running along the coast strung up on 12,000 poles. Each wire carries 25,000 volts fed by newly built substations along the way being fed 115,000 volts off of power lines. Now, in or near Norwalk, Amtrak has given Northeast Utilities permission to put up 345,000 volt lines on huge towers along Amtrak's right of way. What assurance can Amtrak give us that the same event--lots more high voltage wires creating electromagnetic fields--won't happen here? (You know, once the fox is in the chicken coop, it's too late!). Can we get Amtrak's assurance in writing?

4 First we're told there'll be one catenary pole every 250 feet. Then we read every 200 feet. Now, an article in the newspaper says "every 175 feet" and more poles on curves. We're told that speeds will be 70 MPH at crossings, then we read in the EIS speeds will go up to 150 MPH. We've seen different numbers for how many trains will eventually be running. Can you tell us (a) the number of catenary poles to be erected, (b) the maximum speed of the trains, and (c) how long the construction process will take?

5 3. Who pays for maintenance of bridges and crossings (including vehicle bridges)? Who pays for the necessary upgrading of bridges and crossings?

6 4. Where will the power originate for the electricity needed to run the trains? Nuclear, coal gas, or oil? Where will the power be purchased from? Nuclear? Coal? Oil?

7 5. Isn't is true that more oil will be used in the power plant to generate electricity than is presently used by the diesel engines (ES-6), that for the Amtrak plan to be successful in reducing pollution it must double the number of people taking the train, and 1.8 million people must stop taking planes or using their automobiles? Won't the sparking from electric trains create the very dangerous pollutant: ozone?

(8) 6. We understand there'll be public inconvenience and dislocation due to the Amtrak Electrification Project such as:

Norton and Warwick: one residence and one business displaced (ES 5.2.1)
Noank: Loss of parking at public beach
Along Route: Train noise at 787 residences, 2 churches, and 2 recreation areas. Increased vibration at 1355 residences.
Near sub stations and paralleling stations: 81 residences impacted by noise.
Near bridges: Noise from construction.

(9) 7. Isn't pollution scheduled to decrease without electrifying the railroad due to the introduction of the Federal Motor Vehicle Emissions Control Program and the state inspection and maintenance programs (ES 5.1)?

8. The EIS report mentions eight foot barriers designed to keep people away from the 25,000 volt and 115,000 volt wires and for catenary poles installation, this taking place on bridges listed in the national Register of Historic Places. Won't this have adverse effects (ES 5.2.2)? (10)

9. What about safety? How do you propose to protect the thousands of people who cross the tracks at unfenced areas? Won't lots more trains at much higher speeds (150 MPH) mean more accidents? And, what about express trains whizzing through stations where there are only "locals"? The Amtrak EIS states there may be increased risk of trains-pedestrian accidents due to higher speeds and more frequency at 17 stations (ES 5.2.5). Also, if Amtrak, for competitive reasons, needs to go from New York to Boston in 2 hours and 15 minutes, how fast will the trains go? (11) (12)

(13) 10. Given 1.8 million more passengers, where will these people park?

(14) 11. The EIS report states "Eight sites have a moderate or high potential for contamination." What does this mean (4.13.2)?

(15) 12. The EIS report states: "Potential short-term indirect impacts of the proposed facilities on surface waters include siltration and sedimentation as well as runoff of contaminants. Potential long-term impacts to water resources from the Noank "paralleling station and the Richmond switching station include storm water runoff (4.12.3.5)." What does this mean?

13. The Connecticut Department of Environmental protection lists one mammal, 13 birds, 3 reptiles, one fish, 13 invertebrates, and over 20 plants as endangered species, but the EIS only refers to one bird and one fish in its report. What about commenting on all endangered species (4.12.3.3)? (16)

(17) 14. We're concerned about the effect of burying cable under the Connecticut River on wildlife. How confident are you that this won't permanently affect the fish that swim

from the sea to the river to breed and spawn? How sure are you the construction won't cause an end to the species: short-nosed sturgeon?

(18) 15. The proposed Old Lyme and State Line paralleling stations are being built on wetlands, yet the EIS study decided these sites should not be classified as wetlands. This gives the appearance of a cover-up (4.12.3.1)

16. Naturally, we're concerned about the effect on the wetlands. We believe that the EIS is wrong in setting up a 100 foot buffer zone on each side of the tracks which zone is excluded from consideration as wetlands. Isn't it possible that a problem in the 100 foot buffer zone could travel beyond the zone? And, why not be concerned about nesting, breeding, or feeding within the buffer zone?

(19) 17. What approvals does Amtrak require before it can start its 3 year construction program? Is it true that $3.3 billion of taxpayer monies has already been spent on the Northeast Corridor Improvement Program? What will be spent over the next 3 years?

18. The EIS states the greatest environmental benefits derived from electrification come in the area of air quality due to the shift out of diesels. Will the sparking from the electric trains and wires create ozone, a major problem in our area of the country? (The City of Groton's ozone level exceeds federal standards.) (20)

(21) 19. Isn't it true that freight traffic on the coastal route may have to be discontinued because of the catenary pole system? And, if freight can't use the rails, the freight railroad would be placed at a competitive disadvantage? In fact, the Electrification Project could result in freight being diverted to trucks, putting a lot more heavy trucks on Routes 95 and 1. And what does EIS mean when it says some shippers may have to relocate to other areas (4.9.4.2)? And, couldn't this hurt the State of Rhode Island's plan to develop a commercial port to be served by the P & W freight railroad at Quonset Point in North Kingstown? (P & W says it will lose $900,000 due to the Amtrak Program and may have to close operations on the Northeast Corridor.)

(22) 20. Does the EIS mean in Table 4.8-2 on page 4.27 that there'll be more railroad-vehicular collisions?

21. If freight operations cease on Amtrak's NEC (Northeast Corridor) due to the Electrification Project and if New London is no longer an express stop and if 51 people are transferred out of New Haven to New York (Table 4.2-2), couldn't this state suffer a loss in jobs? And, won't the businesses at airports and along Route 95 suffer job losses if 1.8 million people stop riding on Route 95 and in airports in Boston and New York, presumably Logan and LaGuardia? (23)

24 22. The EIS made noise level tests at a distance of 500 feet. Well, with hundreds of residences much closer, why not measure noise levels at 50 or 100 feet? Also, the decibel levels listed in the EIS are in error, we believe. Compared to the levels of 45-56 decibels shown in Table 4-4.2, the actual decibels for a residence 500 feet away is 80-100 decibels. The EIS personnel need to be more accurate. I have tested noise levels at 2 locations and decibels range well above levels considered safe for good hearing and stress.

25 23. How loud will the substations, paralleling stations and switching stations be as measured in decibels at distances of 50 feet? 100 feet?

26 24. We differ with the EIS statement that "there is no established link between EMF exposure and public health effects" (4.5.3). We point to (a) the Carnegie Mellon study of EMF levels showing electric trains as the major producer of EMF for a Washington DC commuter; (b) the many occupational studies showing that people working near electric lines (like power lines) have higher incidences of illness (like leukemia); (c) the most recent Swedish study as published in the *American Journal of Epidemiology* showing a confirmed link between low levels of exposure to electromagnetic fields and leukemia in children; and other studies and letters from scientists of repute.

We invite the EIS staff to contact Mr. Jason C. Becker, 71 Island Road, Stonington, CT 06378, to receive a book filled with information showing the ill effects of electromagnetic fields (which will emanate from the 115,000 volt and 25,000 volt power lines installed by Amtrak). We hope the EIS will incorporate the report in the American Journal of Epidemiology (Oct. 1, 193) on the subject of childhood leukemia. Mr. Becker can also furnish his sources, including reputable scientists from whom he has drawn information.

27 25. Please note that we believe the people waiting at stations for trains and those on trains will be exposed to measurable levels of electromagnetic fields which can be dangerous. We note that the DOT's measurements are different from the EIS and we'd like to know why. The EMF level (electromagnetic field) between Boston and New Haven were 52 mg (milligauss) and 305 mg, average and peak, respectively, this measurement differing with numbers in the EIS report.

28 26. Has an engineering survey been done recently on the safety of the various bridges over rivers between New Haven and Westerly? One former electrical worker recalls that girders were rusted through. Also, some piers were highly eroded. There is some concern that the increased vibration from the higher speed trains which will run much more frequently will hasten or cause the collapse of a bridge. We would wish that the EIS study would include inspection of the bridge by divers as well as x-rays.

29 27. Has an engineering and feasibility study been done comparing the use of other forms of locomotion (such as gas turbine trains) to the Amtrak Electrification Plan?

28. We notice a listing of homes in the EIS report affected in the sense that there is a visual sensitivity problem which we take to mean their view is spoiled. Well, there are

30 a lot more homes not listed whose view is impaired. Also, there are many homes in the to-be-created electromagnetic field. Has the EIS group considered these homes and the impact on their property values?

31 29. What departments are responsible for issuing approvals for the project, both Federal and State?

32 30. We calculate the catenary poles are 137 feet apart on average. Is this correct? (12,000 poles, 156 miles).

33 31. What engineering studies have been done recently regarding (a) alternative routes and (b) alternative means of locomotion (e.g. gas-turbine)?

34 32. There should be mention of effects of hurricanes and flooding on coastal rail route since its in the flood plain only 10-12 feet above water. Also, what about effect of bridges that get stuck open and fog in area on Amtrak's goal of 3 hours, Boston to New York City?

35 33. How does Amtrak know the 3 hour goal is readily attainable?

CT-1-66

RECEIVED 11-2-93 pm

Hi Glen, ☺

This my second version - SPEED Speech.

Hope to see you on this side of the tracks soon.

Marie Wiley

P.S. Thanks for the gr. ...

The EIS states "increases in the number of trains traveling the corridor, the average operating speed of the trains, and the number of pedestrians, increase the potential for rail pedestrian accidents. 3.8

Let's face it, "Rail pedestrian accidents is a nice way of saying a "person hit by a train." The EIS reports 22 illegal pedestrian crossing locations within the 156 mile corridor. That represents only 1 illegal crossing every 7 miles--a figure highly suspect. I know that between Groton and Stonington alone there are at least 100 illegal crossings. I invite any one of you to walk those miles with me and I'll prove it to you.

Regardless of precautions, pedestrians and vehicles will continue to cross the railway. The increase speeds, in concurrence with the regular occurrence of fog along the coast, will result in more "rail-pedestrian accidents.

There's also the problems with the bridges. We have bridges here (Mystic River) that regularly get stuck open up to 2 times a week. What are you going to do to ensure the safety of all when that happens?

Anyone planning on expensive construction would not do so within range of potential ocean damage. Hurricanes are a fact of life in New England and they have the power to destroy much of this proposed electrification on a regular basis. Wouldn't it make sense to build this in a less potentially hazardous area?

Connecticut's newest tourism campaign contains reference to the "Coast" (Mystic Coast and Country). The effort to attract more people seems ludicrous when the EIS states "the project is more likely to affect tourism in Connecticut (3.2.4). Attracting more people will increase the potential for rail-pedestrian accidents. Can Connecticut afford to lose any of its $553 million in tourism revenue? (3.2.4)

Another problem is with the freight trains. The P & W has stated that they will not have access as they have in the past and will have to bring their business elsewhere to the tune of $900 million. Not only is this a loss to our region, but cost of the increase in the transportation of these freight deliveries will be enormous, not to mention the fact that for one freight train full it will equate to hundreds of trucks on our highways re-air pollution and danger.

Also, the City of New London has indicated a desire to improve and expand its harbor. Won't the decrease in freight capacity of the railroad adversely affect any such plans?

When the EIS states in its report that the Noank paralleling station will take up the majority of the parking lot at Groton's only public beach, it says to mitigate this problem they'll just build another parking lot. Well, guys, there are only to possibilities: **a) you pave the beaches....b) you pave the wetlands,** because all of us here know exactly as to what and where this is located. And there are **NOT** other possible solutions.

Over all, there are countless ridiculous situations that arise in this report and the way in which you have addressed them is laughable. What's your special word? "MITIGATE."

There are so many adverse effects from this project on the Connecticut shoreline. Why not at least give the same consideration that the EIS report gave to this route to other possible alternatives??? The EIS report has at least 100 invasive problems in Connecticut alone. Throughout this report it comes up with what appears to be thoughtful mitigation, but in fact, when each is individually examined, these solutions fall flat on their face and/or are NON EXISTENT

There you have it. Thanks for my shot!

Marie Tyler Wiley
70 Front Street
Noank, CT 06340
(203) 536-8808

CT4-67

I oppose the electrification of Am Track between Boston and New Haven.
Reasons are:
(1) 1- Environmental Hazards
2. Health Hazards
3- Cost -
Please consider an alternate route

Joanne T Baldwin
125 Elm ST
Stonington, CT
06378

RECEIVED 11-8-93 GM

10 USA

To: Mr. Glenn Goulet
DTS 72 US.D.O.T.
RSPA
Volpe National Transportation System Center
55 Broad ST
Kendall Square
Cambridge, MA
02142

Olympicard

CT4-68 **Northeast Corridor Improvement Project Electrification**
Draft Environmental Impact Statement

(1 of 3)

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-93 3

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS. Dear Mr. Goulet: I am a full time resident and property owner along the existing AMTRAK Rail Corridor in Noank Connecticut: more specifically: adjacent to and overlooking the Esker Point Beach Public Parking area where a paralleling station is to be located (Milepost 129 + 232). I have been investigating and researching the practicality and feasibility of such a structure in this location since February. This includes repeated contact with Steve Gazullo of Frederic R. Harris Engineering from Cassandra Knudelitas + Marla Eagle from Lyme office and David Carol the NECIP Project Director in Old Saybrook Ct. It was my understanding via a letter from Dave Carol last August that this building was being moved (Copy attached) to another location. At the November hearing in New London, it was stated that the station had returned to the Esker Point Beach Parking Lot. I have concerns about this and feel that the DEIS was not substantial enough in its reporting of visual impact, the collective physical hazards of exposure to Electrical + Magnetic Fields, the defacing of a recreational facility, the displacement of a heron nest located in

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

293

COMMENTS: the sale of lot # 187 on Seneca Drive, the distruction of a wetland area, the obstruction of a tidal flushing area, "Cancerphobia" and the devaluation of real estate values, and the economic impacts relative to recreational/commercial boating a major source of revenue for shoreline and river communities. I have collected a wealth of articles + studies related to all my areas of concern and would be pleased to share my reading with you.

Please refer to: Ct. 1993 Report on Task Force Activities to evaluate Health Effects from Electric + Magnetic Fields: page 2-7 "Sweden has acknowledged the link between cancer + EMF as real. Policy is currently under consideration that may result in the movement of electrical lines, schools, and daycare centers."

Response to Inquiry: Electromagnetic Field Health Effects April 1993 Ct Academy of Science + Engineering

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

343

COMMENTS: for EMF information. In response to the visual impact of a parallelling station I would like to see an architectural design built of such a facility. I am in the process of refinancing and have lost thousands in property value due to the operation negatively impacting specifically because of the "Tech. Health" to my house.)

(1)

Please excuse any incoherence in this presentation of comments. I have substantial evidence to support all my concerns but that would lengthen this document. Mr. Goulet, please feel free to write with me and utilize my research efforts - please, please, please - find another route to this proposal -

Thank you for your time

I95 median etc.

Christine Daniff
235 Seneca Dr
Norwalk, Ct 06340
(H) 203-536-8094
(W) 203-247-9211 x237

CT4-69

281 Gardner Avenue, Unit J4
New London, Connecticut 06320
December 2, 1993

RECEIVED

Mr. Glenn Goulet
U. S. Department of Transportation/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Re: Comments Concerning the Draft Environmental Impact Statement/Report for the Northeast Corridor Improvement Project Electrification - New Haven, Connecticut to Boston, Massachusetts, Report Numbers: DOT-VNTSC-FRA-93-9.III AND DOT-FRA-RDV-93-01-C dated September 1993

Dear Mr. Goulet:

I recently testified at the public hearing on the referenced impact statement and report in New London, Connecticut on November 18, 1993. I have further reviewed the referenced document and submit the following additional comments.

The DEIS/R fails to consider the following:

1 a. certification by the State of Connecticut's Department of Environmental Protection that the project is consistent with the Federal Coastal Zone Management Act;

2 b. a determination of the project's water-dependency under Federal and state coastal management statutes. A determination of non water dependency requires the consideration of inland sites;

3 c. a determination that the project is subject to coastal site plan review by municipalities;

4 d. a determination of consistency with the State of Connecticut's Conservation and Development Plan, Environment 2000 Plan and Transportation Improvement Program. The document fails to cite the consistent/inconsistent provisions of the programs and plans; the impact statement merely claims its consistency;

5 e. mitigation of secondary growth impacts around express stations;

6 f. zero mitigation of all impacts and growth;

7 g. residential areas and commercial establishments as sensitive receptors in Volume III, Appendix B;

8 h. a comparison of the total energy consumption required for the electrified system and all other alternatives. The DEIS/R analysis of energy consumption is limited in scope and not holistic and should include as a minimum, the design, manufacturing, construction, operation, maintenance, logistical support and testing of all materials, equipment, facilities and personnel to the year 2010. The report merely addresses the energy consumption of train operations; however, every phase of rail transportation from inception to end of life scenarios involves some form of energy expenditure, usually petroleum, with its consequent impact on energy or natural resources. The purpose of National Environmental Policy Act is minimization of resource depletion;

9 i. accurate delineation of all wetlands;

10 j. a comprehensive litter control plan for all facilities which mitigates generation of solid waste through preventive measures;

11 k. angularity analysis of the quantified visual impacts for each catenary poles and their cumulative visual impacts;

12 l. cost and energy consumption analysis of reduced freight operations and mitigative measures;

13 m. comparative profitability analysis between freight and increased passenger operations;

14 n. noise regulations for each town from New Haven, Connecticut to Boston, Massachusetts;

15 o. visual impacts of noise mitigation measures (e.g., barriers);

16 p. the locations conducive to ballast mat track-bed treatment;

17 q. a comprehensive noise and vibration-abatement plan for each significantly affected receptor and generator;

18 r. the use of passive solar energy techniques for mitigation of total energy consumption. Orientations of substations to minimize heat requirements and the use of phase change salts for solar energy conversion to heat

for train stations, and passenger trains, etc. require consideration;

19 s. plantings of trees and naturalistic landscaping on AMTRAK and non AMTRAK properties to counteract carbon dioxide emissions;

20 t. no analysis exists for ozone generation resulting from existing and electrification alternatives;

21 u. a quantitative risk analysis to wildlife resulting from construction operation and maintenance activities;

22 v. population survey of all species in affected area;

23 w. near and far-field impacts of electrification on resident and transient flora and faunal species;

x. short and long term maintenance/repair requirements;

24 y. consider other routes (e.g., monorail system over I-95 corridor, New Haven to Boston via Hartford and Springfield) for electrification as feasible and prudent

25 mitigative measures;

z. to establish factors and criteria for comparative ranking and selection of alternatives. The DEIS/R does not establish the basis for selection of the preferred alternative;

aa. provide comparative quantitative/qualitative assessments and evaluations of the recommended alternatives with other unidentified routes for selection of the most environmentally and economically feasible and prudent alternative and

26 bb. assess and evaluate compliance with the policies of the Coastal Zone Management Act. The project appears to be a non water-dependent use requiring siting at other locations.

Based on the above, the DEIS/R is incomplete pursuant to the National Environmental Policy Act.

Sincerely

Robert Fromer

Robert Fromer

CT4-70

KATHARINE H. ROBINSON
847 Prospect Ave.
West Hartford, Ct. 06105

RECEIVED 12-8-93

Glenn Goulet DTS-72
US DOT/RSPA
Volpe National Transportation System Center
55 Broadway, Kendall Square
Cambridge, Mass. 02142-1093

December 3, 1993

Re: Comments on Draft EIS Electrification of Northeast Corridor

Dear Sir:

I own a house on Wamphassuc Point in Stonington Connecticut, and as such will be impacted by any changes at the Wamphassuc Point grade crossing over the northeast corridor tracks. I have several comments to make on the proposed electrification project.

1 1) I must strenuously object to the process whereby the Draft EIS for this high-speed electrification project has been prepared assuming that existing grade crossings in Eastern Connecticut will continue to exist, while at the same time the FRA is preparing a report on the elimination of those same crossings. Although the elimination of the crossings is being justified as necessary because of the new high speed trains, the elimination project has not been the subject of public hearings as part of this electrification DEIS. This appears to me to be segmentation at its worst (prohibited by your regulations), and can only be perceived by the public as inconsistent and deceptive. I believe this will damage your overall goal of improving railroad service in the northeast corridor, which I support.

2 2) The maps used in the EIS are in error. Specifically Sheet 9 of 29 in Vol II, fails to show extensive wetlands on both north and south sides of the track between the Wamphassuc Point Crossing and the west side of the Latimer Point crossing. Five of the missing wetland marshes belong to the Mashantucket Land Trust, a 501 (c)(3) organization, which holds them for preservation purposes and for the benefit of the general public. All are open to the public. I enclose a statement from the President of the Trust indicating that Trust properties border the track for a total of 6289.04 feet, and copies of maps delineating two of the missing marshes. I wish to be on record as insisting that prior to any construction connected with the elimination of the Wamphassuc Point or Latimer Point grade crossings, a full EIS must be prepared, and public

(3) hearings held. I believe that section 4f of 49 USC 303(c) is triggered by the public nature of the Mashantucket Land Trust ownership.

3) The DEIS indicates that the construction of the Stonington Paralelling Station (Stonington PS, located at mp 134.65) will have no impact upon wetlands (Vol 1; B 47). It is unclear from the EIS exactly how much construction will be necessary for that new facility. With the multitude of wetlands in the vicinity, the need for a access road to maintain the (4) station, and the possibility of underground cables, I find it hard to believe that there will be no indirect, if not direct, impacts. The statement is certainly untrue if the grade crossing is eliminated and a proposed bridge constructed across the end of the wetland just west of the Wamphassuc Point crossing. I wish to be on record as objecting to any destruction or degredation of wetlands in this area.

(5) 4) I wish also to express concern that the electrification project may result in a reduction of clearances below some of the low girder bridges that span waterways leading to coves located to the north of the railroad along the corridor (Example: 2 spans in the railroad causeway at the north end of Stonington Harbor). Small marinas are frequently located in such coves, and access to them (already limited to small boats) must not be reduced further by this electrification project.

5) As a former member of the Governor's Railroad Advisory Task Force in Connecticut, I have an ongoing interest and concern for maintaining rail frieght service in Connecticut and elsewhere in New England. I wish (6) to be on record as insisting that catenary wires and other appurtenances to electrification not be allowed to reduce already minimal height clearances under bridges and overpasses crossing the tracks. It is shocking to me that rail freight has been so greatly reduced in recent years, with the resulting increase of freight traffic clogging our highways. Every effort should be made the ensure that this electrification project does not in any way impede the goal of improvement of rail freight service on the northeast corridor.

Thank you for the opportunity to comment. Please include me on your list to receive notification of all activity relating to the electrification project and the grade crossing elimination project in the future.

Sincerely,

Katharine H. Robinson

Katharine H. Robinson, Esq.

CT4-71

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: As a resident of this shoreline community, Mystic, Ct., I am opposed to the proposed electrification and increase of passenger rail service to the northeast corridor. My concern is generated from two (1) observations. First, electromagnetic radiation. Studies have proven there impact with respect to cancer in wild life as well as human. In the mid 1970's the United States Airforce proposed and built a phased array radar installation called P.A.V.E - P.A.W.S in two U.S. locations, Otis A.F.B. Cape Cod,Ma. and Beals A.F.B. California. As a reporter at that time for a local news paper, I was involved with the environment impact studies provided by both Airforce and by a group committee called Concerned Citizens of Cape Cod Opposed to P.A.V.E.-P.A.W.S. The Airforce won it's battle to install it's phased array radar despite the possible long term effect of cancer caused by electromagnetic radiation. Today, 16 years after it's installation, cancer is 10 times higher than the national norm in the communities surrounding Otis Airforce Base. Recently on Cape Cod, there has been much investigation and study that suggest strongly the high rate of cancer associated to P.A.V.E. - P.A.W.S. Although charges have not been filed to date, (2) this investigation is still ongoing. Second, the speed in which these trains are proposed to travel and increase in train traffic will very likely increa hazards associated with accidents, de-railment, road crossings etc. I am not opposed to the concept of higher speed train service. I am opposed to trains traveling through my small community at speeds which are not dissimilar from automobiles traveling down a quiet side street with children playing at 70 miles per hour! Maybe in the wide open spans of this country high speed rail service can benefit but please use your heads, not through a highly densely populated area such as the Northeast corridor!

STEPHEN T. BROWN
PO BOX 390
MYSTIC, CT.

CT4-72

December 2, 1993

To: Glenn Goulet
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Mass 02142-1093

RECEIVED

From: Robert L. Lifquist
285 Stony Creek Rd
Branford Conn 06405
(203) 488-4361

(1)

Subject Amtrak Electrification Project

It is my concern that, if this project is delayed the economy will suffer, not because we will slow down one 10car freight train a day or delay one Sunday Sailor, during season, at a movable bridge that in most cases has a limit to build account rail traffic. The concern is if not done what will happen to our enviroment. It didn't take long after Thames River Hwy bridge was built and then widened the span then another span, Conn River a two lane bridge to a new four lane bridge, Now that was replaced, different location to what 6 or 8 lane. The railroads Conn River and Thames River bridges are still sturdy well built and standing 70+ years.

I remember reading in the New Haven Register when the Conn Turnpike was being built our Senator then Tom Dodd, great man, asked the public if they wanted to see cars go from I-95 to Long Island Sound. That is what there will be congestion yet on our highways.

Amtrak started preliminary work on electrification on the shore line new bridges (moveable) at Niantic River the pole line was moved on Northside to prepare for a vertical lift bridge which would widen the channel and take the curve out, better for freight trains and slow speed boats what happened to the environment, with the new state highway bridge plus the home owners view of the water?

It is imperative to look down the road Electrification is near 100 years old between NY and New Haven & still capable of carry many more passengers a day

High speed rail service is needed, electrification is needed also. It's impact on the environment mean quieter, cleaner and only requires energy to move, light and heat internal combustion engines are using energy standing

The saving to the Taxpayer — he will not have to buy any land Right of Ways

It is our duty to do what's best for the country and I believe we should back this project

Robert L. Lifquist

CT4-73

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: 1) Why not explore the turbo-diesel technology?
2). Why not use The Hartford-Springfield Route?
3). What about quality of life issues for those homes affected by noise, vibration, electro-magnetic fields?
4). What about adverse effects on industry & tourism (marinas, etc) upriver from bridges?
5). What about safety issues from electromagnetic fields?
6) Can we have a written guarantee that voltage on these lines will never be increased or additional electrical lines added to the right of way?
7). How will you compensate home owners who experience a loss of property value?

(1) (2) (3) (4) (5) (6) (7)

David Greenfeld M.D
71 Thimble Islands Rd.
Stony Creek, CT 06405

CT4-74

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

RECEIVED 7-28-93

COMMENT FORM

FROM:
JONATHAN GIBSON
3 GREENHAVEN RD.
PAWCATUCK, CT. 06379

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: Mr. Goulet,

It is my belief that the DEIS. falls way short from the real impacts of the NECIP Electrification. The DEIS. dismisses route alternatives due to environmental, social, economic impacts, (1) as well as cost. One severe hurricane could destroy the N.E.C. in several hours if electrification along the existing (coastal) line takes place which would be extremely costly to rebuild. The economic impacts (2) of electrification would be devastating to S.E. Connecticut. Increased frequency and speeds would mean that bridges over waters would have to be closed almost all the time. Conn. needs and flourishes on its access to Long Island Sound. More frequent bridge closures could lead to moving submarines from Groton if they can't get out when they need to. Conn. fought long and hard to keep the Naval Sub Base at Groton due mainly to economic reasons. The social impacts of electrification along the coastal route are endless ranging from environmental, economics, health, safety etc. These impacts do not justify the DEIS's dismissal of route alternatives or dismissal of alternative modes of transportation.

I also believe the projected ridership is in error. I don't believe people will pay more money just to save a little time (very little time from what I have)

Getting to the environmental impacts of electrification, the DEIS states that no adverse impacts are anticipated in the areas of socioeconomics, energy and electromagnetic fields and interference. (ES 5.2) This area of the DEIS. needs a lot more research

To Mr Goulet.
US DOT/RSPA/VNTSC
DTS 77
Cambridge.

From Jonathan A. Gibson

(3) 74.3 I would like to see a more thorough study done on the electromagnetic fields (EMF) and their impacts on human health, wildlife, aquatic life and airwave transmission interference. The health risk of EMF's and people living so close to them scare me. New evidence linking EMF's to leukemia and other cancers are being researched as I write.

(4) 74.4 What do these EMF's do to our wildlife? Will fish migrate and spawn past an EMF? Could EMF's add carcinogens to our food chain via fish and livestock? These are just a few questions that I would like to see answered by more extensive research. There are many more such questions and new questions arising every day. When cyclamates were introduced to the market their adverse effects were found and immediately cyclamates were removed from the market. If electrification proceedes and later EMF's are

(5) 74.5 found to be harmful how costly will it be to remove the EMF's? If EMF's are found to be great health risk, the people of the U.S. (as well as the world) will have to spend a lot of money and time to solve the problem as a whole. So, the money being poured into the N.E.C.I.P would be better spent on research of EMF's and solving any problems that may arise from them.

It is my opinion that the D.E.I.S. over simplifies and underestimates the wide diversity of impacts to life in general from N.E.C.I.P Electrification. There needs to be more research, a lot more, before proceeding with this project and jeopardizing our lives.

I could continue to cite other areas of the D.E.I.S. that I feel are in error, but I must get this letter post marked today. Please notify me if there is an extension period for written comments on this matter.

Thank you!!

Jonathan A. Gibson

CT4-75

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

November 30,1993

COMMENTS: We feel strongly that this Electrification Project need be looked at much more closely, before destroying the beautiful Connecticut Coastal areas. For those of us who live along the coast, with the rails in our backyards, it is obvious that we need be very concerned in terms of our property values. However this project needs to

(1) be looked at more closely in terms of many other factors : does it really make sense- long term OR short term to follow the jagged, curvy coastline for high speed trains ???

(2) What about the submarines, which will take precidence and at times could cause the trains to stop while they pass? Or what about the environmental concerns ? Equally important is

(3) the fact that although studies are incomplete, there is a definite correlation between carcinogens and the electric magnetic field. Your report dismisses this but it is shown

(4) in a Swedish study that indeed the risks of childhood leukemia and problems in pregnant women are there. The entire plan seems void of any real advantages to the people of the affected areas (VAST areas) nor to anyone else.

It seems to many of us that all of the CONS to this project out weigh

(5) any worthy advantage which simply is in the fact that SOME people may get to where they are going just a little bit faster. The Southeastern Connecticut coastline is more important - to tourists, to the economy here, to those of us who live here, and we ask not only for a 90 day extension on the dealine, but a real alternative look at where the FRA should be considering as a reasonable placement for an electric rail system. We do not want it destroying the coast. We do not want it in our backyards.

L'Ana and John Burton
227 Seneca Drive
Noank CT. 06340

L'Ana H Burton
John W. Burton

CT4-76

December 1, 1993

Mr Glenn Coulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall
Square
Cambridge, MA 02142

RECEIVED

Dear Mr Coulet,

Thank you for your response to my request for a continuance of the comment period. Even though you have said that you cannot grant such a continuance, I am renewing my request, which is being reinforced by other letters, including several from our Congressional delegation. The reason for this request is that there has been insufficient time to study the complete 3-volume report and to comment intelligently upon the whole matter.

1 I believe that the final report should give serious consideration to the subject of alternatives. No reason has been given for the rejection of the two alternate routes, other than that they "...do not meet the criteria..." These criteria appear to have been chosen specifically to assure that no alternative can be selected other than the Shoreline route. There are physical limitations on the latter, e.g., the risk of hurricane damage, which are avoidable by using an inland route. Operationally, the inland routes are shorter and straighter than the coastline route, facilitating higher speeds. Financially, the population of three large cities (Hartford, Springfield, and Worcester) provide a larger market for the hoped-for passenger traffic increase. As a matter of public service, too, the public is better served with the additional potential for riders.

The 'build-no build' alternative has been skewed to favor the build option; with specious logic, the electric catenary alternative has been favored over two other possibilities . Evidence is available that as late as the 1970's the United Aircraft Turbo-Train made regular runs on the Boston-Washington route, and that one trip from South Station to Woodlawn Junction, only ten miles from New York, was completed, as a test of feasibility, in two hours and thirty-six minutes. Today's versions of the Turbo, as well as a diesel-powered train of like design, both equipped to operate in the New York underground ROW, are faster, more powerful, and more economical than any of the European alternatives, and are 100% American, from design forward. Both have the highly-touted "tilt-train" feature. Both produce far less air-pollution than the competing trains, if the gases and solid pollutants produced by the electric-power generation plants is considered. Finally, they require no supporting infrastructure, no poles, no wires, no sub-stations or paralleling stations, leading to a tremendous cost saving, estimated to be in the neighborhood of $2 Billion. A major cost saving can be achieved by contracting the maintenance of, at least, the engines, to an efficient overhaul activity, which would allow accurate budgeting of expenses.

Details of the facts above, and supporting documentation can be provided.

2 Other effects of the proposed increase in service have been omitted, either by design or through ignorance, such as the effect upon commercial and recreational traffic on the rivers. With the frequent closure of bridges, towns along the Connecticut River, Hartford, and perhaps Bradley Field, could be deprived of barge delivery of fuel. Marinas upstream of the bridges could be driven out of business. In the Mystic River, access to The Seaport Museum and to docks for the Schooners, not to mention hundreds of private boats, would be extirpated. And in the Thames River, submarines from the Naval Sub Base would be denied ready access to the sea. This could easily lead to closure of the base, a key economic factor in the health of Southeast Connecticut.

3 For these reasons, the DEIS should be cancelled, and a firm selected by a neutral agency chosen to study the problem again. At very least, the final EIS must study two things: the alternative equipment available from U.S. suppliers, and the full analysis of electrification capital and operating costs, as well as the total capital and operating costs for the non-electrified systems suggested.

Theo. C. Rice
P.O. Box 54
West Mystic, CT 06388

cc: Senator J. Lieberman
Senator Christopher Dodd
Representative Sam Gejdenson

CT4-77

Dec. 1, 1993

Glenn Gaulet
DTS-77, Volpe National
Transportation Systems Center
Kendall Square
Cambridge, MA. 02142-1093

RECEIVED 12-8-93

"Amtrak's goal has been to make the project a model for how other rail corridors across the country can be upgraded to reduce rail travel time and provide an environmentally superior alternative to congested highways and airports" - Sept. 30, 1992, National R.R. passenger Corp. Northeast High-Speed Rail Improvement Project.

(1) Amtrak has chosen an inappropriate site for this project and I feel it will fall very short of its goal, at a very dear price.

The Draft Environmental Impact Statement/Report Volumes I, II, III, have not fully considered the consequences inherent in the proposed project site. The section of rail in need of greater consideration is the track running from New Haven, Ct. to Westerly, R.I. This route travels through some of the most fragile, vital, and protected (ie. by environmental laws, state and federal) environments. I am very concerned that the construction alone, even with the "mitigating" plans presented, will be devasting to habitats and inhabitants.

The D.E.I.S. Vols. I, II, III represent alot of work. Unfortunately they have been found to be inconsistent, inaccurate and incomplete. They should therefore be considered unexceptable as is.

The D.E.I.S. Vols. neglected to address

the condition of the existing railroad bridges, the conflict between traffic on navigational waterways and railroad traffic, low lying rail bed in hurricane and coastal flood zones, and the "at grade crossing" issue.

I respectfully request a 90 day extention of the public comment period.

Based on the information available to the public, this plan seems very short sighted and unrealistic. Please allow the time necessary to develope a plan for a high-speed rail system worthy of being a "model!" A little time now will help insure that this project is designed to meet Amtrak's goal.

Thank you for your attention

Sherrill Coggin
25 Hancox St.
Stonington, Ct. 06378

CT4-78

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12-8-93

COMMENTS: I AM ADAMANTLY OPPOSED TO THIS PROJECT FOR THE FOLLOWING REASONS:

1. POTENTIAL HARMFUL EFFECTS OF THE ELECTROMAGNETIC FIELD (EMF)
2. PROBABLE LOSS OF ENDANGERED SPECIES EX. SHORT NOSED STURGEON
3. LIMITED RAIL ACCESS OF NAVIGATABLE WATERS : (A) LOSS OF SHIPPING (EX. OIL)
   (B) LOSS OF DEFENSE (EX SUB BASE)
   (C) LOSS OF MARINE COMMERCIAL EX. BOATYARDS UP RIVER
4. SEVER ECONOMIC IMPACT CAUSED BY LIMITED RAIL ACCESSES ABOVE
5. DAMAGE TO WETLANDS
6. VIBRATION DAMAGE
7. VISUAL POLLUTION
8. LOSS OF REAL ESTATE VALUES
9. LOSS OF TAX BASE
10. NEGATIVE IMPACT ON FREIGHT DEPENDANT BUSINESSES
11. WASTE OF MONEY: THE HIGH COST VS. THE FEW MINUTES SAVED IS TOO HIGH A PRICE; A BAD INVESTMENT OF OUR TAX DOLLARS
    WASHINGTON CAN NOT AFFORD TO BE THIS EXTRAVAGANT WITH RAIL SYSTEM THAT WILL BE OUTDATED BEFORE IT IS COMPLETED

(1) PLEASE GRANT A 90 DAY EXTENSION FOR COMMENTS

BRUCE AVERY
536 0221

CT4-79

POST OFFICE BOX 176 • MYSTIC, CONNECTICUT 06355 • AREA CODE 203 536-4941

Olde MistickVillage

RECEIVED 12-8-93

December 3, 1993

Mr. Glen Goulet
Volpe National Transportation Systems Center
Kendal Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

(1) I wish to place on record my opposition to the proposed Amtrak electrification project. It will severly impact tourism in this area due to the altering of our beautiful, pristine shoreline. Also, it will severly inhibit the access of boat traffic in and out of port.

(2) I request a 90 day extension of the public comment period with regard to this project.

Very truly yours,

Joyce Olson Resnikoff

Joyce Olson Resnikoff
Owner-manager

JOR:chr

CT4-80

02 December, 1993

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED DEC 8 '93

Please fill out and hand in at the hearing or send to:

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS.

Additional comments on the Draft Environmental Impact Statement (DEIS) for the proposed electrification of the Northeast Corridor. These comments should be included with my original comments forwarded on November 22,1993.

Add to Section 4.2 - Socioeconomic Impacts.
As reported by the FRA (Mr. P. Montague) at a public meeting in Stonington, Ct. on November 30,1993, the total number of trains expected to operate over the NEC from New Haven to Boston will be 88 in the late 1990's. Most of these trains (80?) will operate during the twelve hours from 6AM to 6PM Since it takes at least one hour for the train to reach the Southeastern Ct. movable rail bridges, this equates to 8 trains per hour over these bridges. With a five minute cycle time (closed to open to closed) for these bridges and a nominal two minute safety margin, the time remaining for ship
(1) and boat traffic averages four minutes per hour (60 mins - 7 mins/train x 8 trains). This will essentially shut off **all** waterway traffic to the Ct. River (Middletown, Hartford, etc.), the Thames river (US Coast Guard Academy, US Naval Submarine Base, Dow Chemical, Norwich, etc.) , Niantic Bay (Commercial and recreational boating), Shaws Cove (recreational boating) and the Mystic River (Commercial and recreational boating). The effect of this not only on the $1.86 billion boating market in Ct., but on the livelihood of those that work in water dependent industries such as the approx. 10,000 at the Sub base must be considered as part of the impact of this project.

Closing request.
The additional information made public on Nov. 30,1993 apparently is contained in the yet to be released FRA Master Plan for the NEC. Since the released information has, and other unknown information may have significant affect on public comments
(2) regarding the DEIS, I formally request that the comment period for the DEIS be extended until the FRA (or other agency) issues the Master plan for public review.

Sincerely,

William M. Cannon

William M. Cannon
P.O. Box 123
West Mystic, Ct. 06388

CT4-81

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED DEC 7 '93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

(1) COMMENTS: I am very strongly opposed to this project for
(2) these reasons:
1. Potential danger of EMF exposure which may cause cancer
(3) 2. Minimal benefit saving a little travel time for a few
(4) people at tremendous economic and environmental cost
3. Increased danger at rail crossings and rails.
(5) 4. High economic cost of limited and lost access to land.
5. Noise and visual pollution - train traffic, lines, catenaries
(6) 6. Damage to wetlands
(7) 7. Loss of navigable water access by increased traffic
8. Loss of value to existing businesses
(8) 9. Loss of value to properties
(9) 10. Loss of tax base
11. Vibration damage
(10) 12. Lack of consideration for local populations which will be
(11) affected by these changes which provide very little
relative benefit.
(12) 13. Increased risk of loss of endangered species (short nosed sturgeon)
(13) 14. Increased disturbance to many indigenous species -
damage to habitats, food sources.
(14)
(15) Please extend the comment period for 90 days
because the report was delayed

Dana F. Avery (203) 536 6930

CT4-82

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12-8-93

COMMENTS: Dear Mr. Goulet:

We the undersigned, would like to go on record as opposed to the high speed railroad electrification program (Northeast Corridor Improvement Project Electrification) and hereby request that the U.S. Army Corps of Engineers conduct its own hearing on this matter.

Our opposition is based upon the following considerations:

(1) a) The potential health hazards associated with electromagnetic fields emitted by the electrical lines are not yet understood and are totally unknown.

(2) b) Real estate values will be adversely affected in neighboring areas.

(3) c) Environmentalists contend that federal and state protected and endangered species will be adversely affected by the project.

(4) d) Commercial and marine traffic will be affected.

(5) For these reasons, we request that hearings be held to allow the general public to be heard on this issue.

Sincerely,

Arnold W. Avery
Janet L. Avery
6 Smith Court
Noank, Ct. 06340

CT4-83

RECEIVED 12-8-93

December 2, 1993

A.E. House,Jr.
50 Mumford Cove Rd.
Noank, CT 06340

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

In response to your Draft Environmental Impact Statement/Report on the Northeast Corridor Improvement Project, Electrification-New Haven, Ct to Boston ,MA I wish to make the following comments:

I believe that by electrifying and increasing the number of trains on the present cosstal route will result in the following adverse impacts:

(1) 1. Restricted Bridge Openings:

A. The Connecticut River-tug and barge traffic will be curtailed resulting in a disruption of fuel oil and other raw material shipments to Hartford and other towns along the Connecticut River. Commercial and recreational boaters will also be restricted will resulting financial losses to marinas north of the railroad bridge.

B. The Niantic River - marinas, commercial party fishing boats, sportfishing charter boats and recreational boaters will all be adversely affected.

C. The Thames River - The U.S. Naval Submarine Base will be affected, possibly resulting in the loss of the Base to this area and in several thousands of jobs lost. If the submarine have priority over the trains , which I am sure they do, than what is the point in having a high speed train on this corridor to save 40 minutes on travel time when the trains will have to be held up for the subs, causing a complete disruption of Amtrak's schedules? This is not addressed in the DEIS and I wonder if your researchers were in contact with the Navy about this matter. Restricted access to the U.S. Coast Guard Academy for its training ship Eagle, cutters and sailing program. Fuel oil etc. shipments to Norwich, Ct. Adverse impact on commercial and recreational boaters.

D. The Mystic River - Access to the Mystic Seaport (1300 boats visit the Seaport annually)will be restricted as will cruises of

its Steamboat Sabino. The four schooners that dock north of the railway that take tourist on day cruises would be forced to move out of Mystic. In addition marinas and recreational boaters would also be adversely affected.

2. Real Estate Values:

(2) Property values will decline due to adverse visual, noise and vibration impacts and the real or perceived threat of EMF exposure. People will sue for lower tax assessments resulting in a loss of substantial tax revenues to the towns along the corridor.

(3) 3. Loss of freight service

4. Tourism - this is a marine oriented community-its unique character would be destroyed do to visual and noise impacts and the affect on the Mystic Seaport, the schooners, tourboats, visiting boaters, etc.

(4) In addition to the above concerns I also want to object to the placement of a paralleling station in the Esker Point parking lot in Noank, Ct. This constitutes a "use" of a public recreational area and law suits to block this site are virtually assured. If the electrification should proceed an alternate site must be located for this facility.

In summary I feel this project is ill-conceived for the above adverse impacts to this coastal area, that the high speed route should be taken inland where draw bridge openings won't be impacted. Since the DEIS was delivered to the public late I (5) strongly request that a 90 day extension of the Comment Period be granted.

Sincerely,

A. E. House, Jr.

CT4-84

66 Jeremy Hill Road
Stonington, CT 06378
December 2, 1993

RECEIVED

Volpe National Transportation
Systems Center
Attn: DTS-72
Kendall Square
Cambridge, MA 02142-1093

Dear Sir/Madam:

My name is David Bentley. I reside in the town of Stonington. I am writing to object to the electrification and upgrading of the shoreline railroad route in Connecticut.

(1) My primary objection is in the overall safety of all bridges over rivers, estuaries and roads and the eventual requirement to replace those bridges.

Most of the bridges range in age from 50 to 100 years old and are a vital part of the system. All of the bridges over navigable waterways are opening bridges for ship and boat traffic.

My knowledge of these bridges stems from personal observation while supervising the restoration of telephone cable protection in the "Splash Zone" area; ie. salt water exposure in the mid 1960's.

The restoration work was done by divers. During this restoration work we were adjacent to many of the railroad and highway bridges. I was amazed to see the deterioration of the metal in the bridges from the salt exposure and the total lack of maintenance of these bridges (painting and/or replacement of eroded components).

The divers also found that the bridge piers and abutments were badly deteriorated below the water. Concrete was eroded away exposing reinforcing rods which had disintegrated. The mortar in stone piers was eroded away also. Whenever trains crossed, the whole structure vibrated down below mud level. Almost 30 more years of the same salt exposure has not improved this eroded condition of these bridges.

I believe that as more trains are scheduled and faster speeds are used on these bridges, the impact and vibration will accelerate the already deteriorated condition of the bridges. This ultimately will require extensive repair and/or replacement of these bridges.

The ultimate consideration should be the safety of the railroad passengers. They should not unknowingly be exposed to unsafe bridges while traveling on high speed trains.

I would urge the railroad to have an outside engineering firm inspect and x-ray all of the shore line bridges for structural integrity and capability to carry the increased vibration and impact loads of high speed trains. In addition, divers should inspect all piers and bridge abutments.

(2) A second objection I have relates to the overall cost to the taxpayers in these economic times. The US government mandated that the telephone industry charge the actual cost for each service rendered and yet Amtrak is subsidized by taxpayer dollars on non-paying operations. Certainly the Electrification Project will never be paid for by passenger ridership.

The ultimate cost of repair/replacement of bridges will far exceed the cost of the electrification program. Projected cost for bridge structures should be included in the overall cost of this project, and the project should then be re-evaluated for economic feasibility.

The government owned railroad in Canada (CNR) adopted a policy of "use it or lose it". All non-paying passenger routes were discontinued. I would like to point out the railroads throughout the country are removing non-paying passenger train operations. This is as it should be.

(3) Thirdly, I question whether the time "savings" of the high speed trains will actually be realized. The railroad is well aware that any repair or replacement of bridges will require trains to slow down in the work area. This will destroy Amtrak's one hour projected saving of trip time between Boston and New York.

(4) A fourth concern is the impact the project will have on our fragile coastal wetlands. The replacement of a bridge will require building a new bridge alongside of an existing span. This will destroy more wetlands. (For example, the Mystic River bridge replacement.)

I would like to enter an objection to the time frame set for public review and public hearings. The Economic Impact study was received November 15th and the closing date for comments was December 3rd, 1993. I urge you to extend this period for 90 days in order to allow the public adequate time to respond to this project which will have a lasting impact upon the whole coastline of the State of Connecticut. (5)

In conclusion, I believe the project should be re-evaluated. The anticipated trip time savings is Amtrak's "only" justification for spending a tremendous amount of taxpayer money on an old deteriorated railroad line. Why are we spending money on a winding, antiquated railroad line when engineering studies have recommended an inland route using modern technology and rolling stock?

I would appreciate a response as to my objections and recommendation for project re-evaluation.

Sincerely,

David C. Bentley

David C. Bentley

DCB\wlb
cc: U.S. Senator Joseph Lieberman
U.S. Senator Christopher J. Dodd
U.S. Representative Sam Gejdenson

CT4-85

RECEIVED

To whom it may concern:

(1) I am completely against the Amtrak Electrification Project. That EIS report is a complete joke. Lacking any substance.
I formally request an extension of 90 days so the public can have adequate time to respond to the EIS report.

Richard G. Wilen Jr
70 First St
Norwalk, Ct. 06850

CT4-86

Mr. John E. King
171 Capstan Avenue
Mystic, CT 06355
December 3, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

RECEIVED 12/16/93 gm

Dear Sir Reference Attachment Northeast Corridor Improvement Project Electrification; Draft Environmental Impact Statement(DEIS)/ Report, Volume III; Comments to

Comments to the Referenced Draft Environmental Impact Statement/Report are provided in the Referenced Attachment. According to written information from your office, these comments will be reviewed and addressed in the Final Environmental Impact Statement/Report. In my comments, I have also requested access to referenced information for review in order to determine if the conclusions drawn in section 5 7 of the DEIS are reasonable.

Please address any questions regarding this letter and attachment to myself at the above address or you can reach me by telephone at (203) 536-7566 (Home)/(203) 437-6032(Work).

Sincerely,

John E. King

cc

Honorable Christopher J. Dodd, Senator, State of Connecticut, United States Congress
Honorable Joseph Lieberman, Senator, State of Connecticut, United States Congress
Honorable Samuel Gejdenson, Representative, 2nd District, United States Congress
Honorable Catherine W. Cook, Senator 18th District, State of Connecticut
Honorable Melodie Peters, Senator 20th District, State of Connecticut
Honorable Robert Simmons, Representative 43rd District, State of Connecticut

Attachment to letter to: Mr. Glenn Goulet from Mr. John E. King, dated December 3, 1993

Northeast Corridor Improvement Project Electrification; Draft Environmental Impact Statement(DEIS)/ Report, Volume III; Comments to

	Ref. Para.	Comment
1	5 2 3	Reference is made to several occupational studies of electric railway workers and the associated risk for brain cancers, leukemia or health impairment. Reference 26 is of particular interest. Please provide a copy or a convenient opportunity to review your copy.
2	5 4 1 1	Describe the most likely propulsion system under consideration for the electric locomotives. Obviously, the electric drive motors and related power supplies must operate effectively at both the proposed 25 kV, 60 Hz (for the North East Corridor) and 12.5 kV, 25 Hz (existing electrified rail system south of New Haven)
3	5 4 3 and 5 5 2 thru 5 5 6	Provide copies of or convenient local access to all the raw EMF data which was analyzed in the development of the DEIS (not just the data selected for use in the DEIS); describe test equipment used; and describe test equipment set-ups (including bandwidth settings). The methods used to acquire, analyze and select data could have an effect on the validity of conclusions drawn in the DEIS.
4	5 5 1	Provide the computer model used to develop a profile of electromagnetic field (EMF) intensities versus distance from transmission lines, in particular, exposure zones 1, 2, and 3
	5 5 2	The "exposure for all passengers at rail stations is based on maximum EMF intensities" while all other exposures are based on average values. The rationale for this decision ignores the possibility of a railroad coach passenger being continually exposed to maximum levels while seated in a location where such exposure levels were measured (see next comment)
5	5 5 5	Provide estimated exposure level of a passenger located in the AEM7 coach and sitting in the area where a maximum intensity of 204 mG has been measured. Assume that this passenger commutes daily while sitting in the same location and travels the maximum distance in each direction. If this passenger does not change location, the exposure level will probably be constant and near the maximum intensity whenever the train is underway. Assuming that the exposure is at the average measured value seems flawed
6	General	Describe long-term plans for monitoring radiated EMF levels and noise levels along the Northeast Corridor after the electrification project is completed. The emphasis here would be to maintain a history of actual radiated energy levels for comparison with present levels and as an analytical tool for future epidemiological studies.

CT4-87

RECEIVED

Robert P. Walton

12 Woodrow Avenue

Norwich, Connecticut 06360

Mr. Glenn Goulet, DTS-72

US DOT/RSPA

Volpe National Transportation Systems Center

55 Broadway, Kendell Square

Cambridge, MA 02142

Dear Mr Goulet,

As a concerned Connecticut resident, I have reviewed the draft environmental impact statement (DEIS) concerning Amtrak's proposed electrification of the Northeast Corridor (NEC) between New Haven, Connecticut, and Boston Massachusetts. In response to your agency's notice of intent to file a DEIS the following comments are submitted for your consideration.

1

1. Page 5-1, Section 5.1, 2nd paragraph. The 2nd from last sentence states: *E-field shielding is expected to be provided by metallic train construction, buildings, and trees.* The DEIS does not provide any background data, empirical measurements, or cite any references to justify this assumption. The 25,000 volts supplied in the proposed overhead caternaries and certainly the proposed 115,000 volt substation utility tie-lines are capable of producing and radiating relatively strong E-fields. The DEIS should provide much more detail in the area of E-field modeling and measurement of the existing E-field levels along the rights-of-way for the tracks and substation feeders. This background data should then be analyzed and compared to modeled and measured data corresponding to the E-fields expected to be produced by all equipment associated with the proposed electrification..

2

2. Page 5-3, Section 5.2.1. The last sentence states: "*Magnetic fields with frequencies outside the 50-60 Hz range are expected to be generated by electric trains and their power systems.*" The remainder of the DEIS seems to analyze only the impact of magnetic fields at frequencies of 50-60 Hz. It is recommended that additional data pertaining to the anticipated electromagnetic fields with frequency components outside the 50-60 Hz range be provided and analyzed. Alternatively, clear justification should be provided as to why only 50-60 Hz frequency range is considered relevant in the DEIS. If there is any data available , I request that it be furnished to me for further analysis.

3

3 Page 5-17, Section 5.4.3. This section describes measurements recorded in Providence Rhode Island by Electric Research and Management Inc. (ERM) . The DEIS does not specify what frequency band in which the measured levels were obtained. Was this data measured within a very narrow frequency band possibly centered at or near 60 Hz or over a significantly wider band (e.g. broad-band such as 0 to 10 kilohertz)?. If the measured data was obtained over a wide frequency range, then the measured magnitudes represent the average (or sum) of the individual magnitudes of magnetic fields at each frequency within the band. The measured data may represent the typical background levels as being higher than they really are at specific frequencies (e.g. 60 Hz.). The DEIS should clarify how this data was obtained. Some test equipment typically used to obtain such measurements have directional response characteristics. The instrument type and test procedure used to obtain the measurements should be clearly identified along with the measurements. If possible, please furnish a copy of the report cited as reference 40 in the bibliography of this section so that I can analyze the data further.

4

4. Page 5-18, Section 5.4.3. The section also discusses data obtained during a drive from New York to Boston along a route approximating the NEC. The measurements obtained were similar to those obtained in Providence. It is not clear whether these measured levels were obtained in a narrow band near 60 Hz or as broad band data.

The key point is that if these measurements were made as broad band rather than narrow band then the magnitude of the background at 60 Hz may not be this great as presented in the DEIS.

5

5. Page 5-9, Section 5.3.3.2. This section states: "21CFR807.87 requires labeling for MR (Magnetic Resonance) devices which expose persons with cardiac pacemakers or other implanted devices to static or alternating magnetic fields exceeding 0.5 mG (5 Gauss)." It is unclear whether the limit is 0.5 mG or 5 Gauss. Please clarify.

6

6. Page 5-21, Section 5.5.1. This section discusses modeled data provided by ERM representing the expected EMF levels resulting from the 115 Kilovolt utility tie-lines supplying electrical power to the substations. The equations, assumptions, or calculations used to model/compute these estimated electromagnetic field levels are not provided in the DEIS. This information should be provided to enable independent validation of the modeled data. I request that this information be forwarded to enable further evaluation.

7. Pages 5-23 thru 5-31. This section summarizes measured magnetic field intensities obtained in coaches and locomotives typical to those under consideration for use in the section of the NEC proposed for electrification. The section indicates that the measurement data was obtained using locomotives operating at 12 kilovolts and that the data as presented was adjusted to account for the expected decrease in operating current (and resulting magnetic fields) which would result from operation of the proposed 25 Kilovolt system. The section also implies that the data, as presented, was further adjusted to account for the number of trains drawing power at the time of the measurements.

The section does not indicate the operating conditions of the locomotives when the data was obtained (e.g. accelerating, decelerating, steady state or at what speed). Furthermore, to achieve the speeds needed for the proposed express service, will more than one electric locomotive be required to be in operation on the same train? The section does not specify how many locomotives per train will be drawing power simultaneously therefore it is unclear whether the measured data has been properly adjusted (up or down).

7

Additionally, it is unclear whether the electric motors/controllers to be used at the proposed higher operating voltage will operate exclusively at 60 Hz, on rectified DC power, or whether electronically controlled designs will be employed in the end product. Electronically controlled designs are capable of generating harmonic currents at frequencies and magnetic fields outside the 50-60 Hz. range. It is not possible to determine what limits Amtrak will impose upon the specification for any new locomotives/coaches obtained for use in the NEC if the electrification is completed as planned. The DEIS

should provide clearer definition of The required configuration and pertinent operating specifications for the trains. Please provide this information to me if available.

(8) The section also does not indicate whether the measurements were obtained using test instruments with omni-directional or unidirectional response patterns. If unidirectional measurements were obtained, the DEIS should specify whether readings were taken with multiple mutually-perpendicular antenna orientations and whether the readings presented in the DEIS represent the maximum level obtained. The DEIS should provide additional details in this area to enable more complete analysis of the data presented. If possible please forward the measured data along with the procedures used to operate the test equipment and obtain the data.

Your cooperation in forwarding the additional information identified above will be appreciated. Please address any correspondence to the above address. I can also be reached by the following telephone numbers: (203)887-3383 (Home after 5:30 PM) or (203) 437-6031 (weekdays).

(9) There is a significant amount of public concern over the electromagnetic field issue and determination of recommended safe exposure levels is in progress. Amtrak should develop and publish their plans for continuous monitoring of electromagnetic fields produced by their equipment along the NEC and comparing this data to the evolving recommendations from future studies. Amtrak could also make this data available to enhance the current database of information concerning EMF exposure.

Respectfully,

Robert P. Walton

Robert P. Walton

cc:

Honorable Christopher J. Dodd, Senator, State of Connecticut, United States Congress

Honorable Joseph Lieberman, Senator, State of Connecticut United States Congress

Honorable Samuel Gejdenson, Representative, State of Connecticut United States Congress

Honorable Catherine W. Cook, Senator 18th District, State of Connecticut

Honorable Melodie Peters, Senator 20th District, State of Connecticut

Honorable Robert Simmons, Representative 43rd District, State of Connecticut

CT4-88

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12/16/92 pm

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dec 2, 1992

COMMENTS: I am writing to you as a resident of Stonington Ct to express my concern over and opposition to the proposed electrification of Amtrak from New Haven Ct to Boston, Mass for the following reasons:

(1) 1) Adverse health risks created by EMF's, not only to citizens living near the 157 miles of track but to fish and wildlife as well as the train passengers themselves.

(2) 2) Adverse environmental impact including damage to wet lands, EMF's, noise pollution and creating a visual eyesore. It is ridiculous to base the DEIS on existing electrified rails

(3) that use 12000 volt power lines when the proposed lines will be 25000 volts. (3) Inappropriate location for high speed trains. The existing rail bed is old, deteriorating and curvaceous. Along the shoreline it is exposed to weather elements and liable to hurricane damage. A high speed

(4) train along this track simply won't work. (4) Adverse economic impact. Loss of property value to residents and businesses). Interference with freight service. Interference with commercial & recreational marine traffic. Loss of access to personal and business property. Increased endangerment at crossings.

These are but a few of the problems associated with this proposal. I would hope that you recognize the distress this causes local residents. Considering the delay in public access to the environmental impact statement

over

I request a 90 day delay in allowing public comment on the DEIS for Amtrak's proposal for electrification from New Haven, Ct to Boston, Mass.

Sincerely
Margaret P. Oliver

Margaret Oliver
311 Farmholme RD
Stonington Ct
06378

CT4-89

RECEIVED
9pm

Karen Anderson
5 Helmes St. 11-D
Mystic, CT. 06355

Glenn Goulet - DTS-72
U.S. Dot / RS.PA.
Volve Nat. Transportation Center
55 Broadway
Kendall Square,
Cambridge, MA 01421

Dear Mr. Goulet:

(1) Help! Please help stop the Amtrak Electrification Project. Our very fragile, shoreline enviornment will suffer greatly. This special area is unique and irreplaceable.

Thank you —
Karen Anderson

CT4-90

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: December 1, 1993

As a resident of the town of Stonington, an owner of rental property less than 1/4 mile from the railroad tracks in Groton and an avid boater that is involved with a marina north of the RR bridge on the Mystic River; I am very much OPPOSED to the plans for electrification of the railroad on the existing tracks in SE Connecticut.

The impact of installing thousands of catenary poles along the shoreline; laying high voltage cables underwater across four major (1) rivers; the expected three-fold increase in train traffic that will virtually destroy "readily accessible" boat travel thru railroad bridges; the unknown and highly suspectable effects of high voltage (2) electromagnetic fields on humans, animals, fish and plantlife; the questions are many and the answers have been brief and circumventive.

The future development of mass transportation is commendable and (3) desirable. But at the stake of lowering shoreline property values, destroying marine oriented businesses, lessening accessibility to our valuable shoreline, causing unknown health risks; dangerously increas- (4) ing train travel speeds on roadbeds and many bridges built over 100 years ago; clearly the benefits gained by electrification are outweighed by the disadvantages. It is obvious that all the alternatives (5) have not been properly reviwed and more time and energy is needed to explore this proposed project. I have been in touch with my local representatives and will continue to implore them to stop this electrification project on SE Connecticut's shorline.

Nancy H. Warburton

Nancy H. Warburton

234 Flanders Rd. Stonington, Ct 06378

CT4-91

Dec. 1, 1993

RECEIVED

Dear Mr Goulet,

As one of the larger private landowners along the S.E. Connecticut coast, I would like to go on-record as being firmly oposed to Amtrack's electrification project for high-speed trains.

(1) Our area would only be the losers - both environmentally and financially.

Very sincerely
Marcia W. Porter P.O. Box 223
Wamphassuc Point Stonington
STONINGTON

CT4-92

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George Marcus P. E.
Paula Marcus

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12/9/93

Glenn Goulet
DTS-72
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge , Mass 02142

RECEIVED

We are writing to express our strong opposition to Amtrak's electrification project for the New Haven to Boston corridor.

This project is neither economically nor ecologically sound. It is based on unrealistic hopes and skewed environmental impact statements.

We have no assurance that the projected increase in train traffic will benefit anyone. Amtrak does not run at the present time anywhere near 100% capacity and it is highly probable that an increase in the number of trains will result in a lower utilization rate and a higher deficit. Amtrak's faulty assumptions are based on European models. Like it or not, Americans own automobiles, there are good roads available, and people prefer the independence and lower cost of automobile travel. It is unlikely that a family traveling from New Haven to Boston would prefer to purchase expensive tickets for each family member and suffer the added cost and inconvenience of transportation from the railroad station to their ultimate destination. This will not happen when the choice is to spend less time (door to door) in their own car at times convenient to them and at much lower cost.

(1) 90% of the automobile based pollution in this area is caused by local commuter traffic not people traveling the eastern corridor. Amtrak's plans will not change that. Business travel has been greatly reduced by the improvements in telecommunications. Most businesses will travel the electronic information highway rather than spend the time and money to send personnel away from the office. Our own business is conducted by computer and fax away from the physical presence of our customers. We travel by train to business sites, on average, twice a month. That is the way of the future.

(2) The environmental consequences of this proposal cannot be overlooked nor downplayed. The excavation required for the power poles will add to the shoreline erosion in many areas. The noise, vibrations, and other environmental damage caused by the crossings and high voltage lines will lower the value of some of the loveliest shore line property anywhere in the world. To give Amtrak the right to destroy our shoreline is akin to burning down a rain forest. If once you lose the forest, it is gone forever because all the (3) underlying structure erodes - the same will be true for our beautiful shoreline. Will Amtrak make up for the loss in æsthetic value and in our quality of life? What about the resulting (4) permanent losses to our tax revenues? The vibrations from train traffic are already harmful to our unique stock of 18th and 19th century houses. In time, doubling the amount of (5) traffic will literally shake these houses apart.

(6) The environmental and economic benefits claimed rely on an increase in train vs. automobile and air utilization and do not take into consideration the proliferation of electronic networks. When these assumption fail, as they surely will, we will be left with the environmental and financial damages. It will repay Amtrak and the country to put the money aside until we have sufficient to build a direct inland route (N.Y., New Haven, Hartford, Boston) with the very latest in over the ground technology. Then we will have an environmentally sensitive, efficient, silent and speedy form of transportation that we can all be proud of. Don't build on the ignorance of the 19th century to take us into the 21st.

George Marcus Paula Marcus
Noank, Ct.

CT4-93

CT-4-93

Linda Vogel, Ph.D
240 Noank Road
Mystic, Connecticut
06355

Telephone: (203)536-0730

November 15, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Sirs:

I have several arguments against the FRA's proposal, as it currently stands, to electrify the Northeast Corridor for AMTRAK between Boston and New Haven, Connecticut.

1) The rail bed in question was laid at the end of the 19th century along a winding coastal path, traversing many estruaries, tidal marshland and large rivers. Much environmental damage to said tidal areas and the water life dependent on them (ie shellfish) was sustained at that time --an era when awareness of the fragility of the natural environment was scant, at best.

1 To electrify this same meandering tidal railpath at the end of the 20th centruty will repeat the errors of the past, and will cause further, massive damgae to the coastal wetlands of this area, especially that between New Haven, Connecticut and Westerly, Rhode Island.

2) The higher train speed that electrification supposedly will permit is not worth the property and environmental damage it will cause. If the power lines are above ground, massive digging and construction of embankments will further erode the sensitive tidal wetlands traversed. Please observe the amount of construction needed to electrify the New Haven to New York City railway route.

If the power lines are put below ground (as in France) again massive earth movement will further impact the tidal areas involved. Furthermore, electric cable placed underground along wetland and tidal lands will be in danger of being under water during storms and/or simply at points where the water table is high or intermittently higher. Our rapid trains will be abruptly halted with every short.

3) The higher speeds of AMTRAK trains amount to a savings of approximately 60 minutes between Boston and New York City. This increase apparently assumes that no train will ever stop for an open swing bridge; hence boat traffic up and down the area's rivers will cease (cf ; Mystic River; Pawcatuck River).

Moreover, I would submit that as long as the rail bed follows the 18th century route, 21st century speeds will not be sustained even if they are obtained. Please observe the long curves the track path makes between Westerly, R.I and Old Saybrook, Conn.

Thus, this proposal risks massive environmental impact, as well as great economic upheaval and probably loss, for an outcome - HIGH SPEED - the value of which is questionable and the feasiblity of which is suspect.

4) As telecommunication becomes increasingly electrified with satallites, fax machines, computer networks, and telephones, the transportation of people becomes increasingly less important. 21st Century business will be conducted electronically and people will work in one geographic location. Witness the decline in business air travel and the resulting chaos in the air industry.

Thus, again, the importance of high speed travel for people-transportation is diminished. While the transportation of goods remains critical, does the savings of one hour between Boston and New York to transport freight really warrant so immense an alteration of the environment -- the natural environment; the human neighborhood; the economic well being and the health of the New England coastline?!

5) ALTERNATIVE PROPOSALS:

A) The Federal Rail Administration should slow down its own High Speed momentum in carrying out its plan and consider:

2 a) Construction of a totally new, technologically current rail bed between Boston and New Haven that would link Boston, Worcester, Hartford, and possible New London via an extra track running due North from the New London Depot to Hartford.

b) Design of such a new route should be up to 21st Century specifications in terms of speed (real high speed), silence and minimal environmental impact (see Japan - its 40 year old rapid train between Tokyo and Kyoto).

3 B) Cancel the rail electrification project altogether and concentrate on aerosapce research, development and implementation. It is possible that rail transport will become obsolete in another one or two centuries.

C) Let the DOT take a long term perspective on the entire issue of communication, transportation and an increasingly distressed ecosystem.

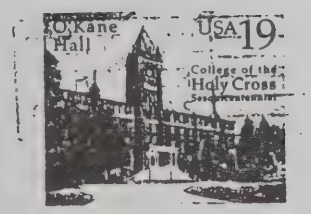
Respectfully submitted,

Linda Vogel, Ph.D.

Linda Vogel, Ph.D.

CT4-94

RECEIVED 11/17/93 gm



MR. GLENN GOULET - DTS-72
US DOT/RSPA
VOLPE NATL. TRANSPORTATION SYS. CTR.
65 BROADWAY, KENDALL SQ.
CAMBRIDGE, MA. 02142

Dear Sir,

We wish to register our strong OPPOSITION to the proposed electrification of AMTRAK between NEW HAVEN and BOSTON. There are no demonstrable benefits to Southeastern Ct. and almost surely environmental damage will follow in this fragile coastal setting. It's time the waste of taxpayers money is brought to a halt on ill conceived and wasteful projects such as this. Alternatives to this plan have not been proposed nor carefully considered. Until such time as this happens electrification with all its expense, environmental damage, visual desecration and potential health hazards must NO.

Sincerely, Johnny & Roger Gross
51 PEARL ST.
MYSTIC, CT. 06355

CT4-95

RECEIVED 11/17/93 gm

11/30/93

CT-4-95

Mr. Goulet,

I strongly disagree with the proposed electrification of the Northeast Corridor mainline between New Haven, CT and Boston, MA.

I have attended all but one of the scheduled public meetings to address this issue. The comments at these meetings clearly were opposed to this project. Why is this project going forward? Why is electrification being proposed when this method is 20 years behind the times and is potentially a health hazard? Our tax money should not be spent on this. If there really is a need to get to Boston faster, do the proper research to look for state-of-the-art and safer technology.

I have also seen the Draft Environmental Impact Statement (although it looked a little too much like a final version based on its professional appearance). I'd like to know how the study could have said that only 200 views (which the study later knocked down to 51 views based on some abstract calculation) would be impacted? That is just absolutely NOT TRUE!! Anyone driving along the shoreline in Southeast Connecticut has no choice but to look at the railroad tracks since they run along the coast. The view is bad enough the way it currently is but at least when the train isn't actually going by, the view is relatively clear. That won't be the case if electrification is installed. Those ugly contraptions will be marring the view 100% of the time. There are many homes along the shoreline and every resident of these areas will lose value

on their property. These towns rely heavily upon tourism and the beautiful scenery is what draws the tourist in. Electrification of the railway in this area would greatly impact this tourism industry.

It seems to me that the Federal Railroad Administration is not listening to what the people of the area want and doesn't care about their concerns or objections. Maybe the towns should put this to a fiscal vote so they won't have this unwanted electrification project rammed down their throats.

I truely hope that this project is stopped. The southeastern portion of Connecticut cannot afford the environmental, aesthetic, or economical impacts the electrification will cause.

Again, I strongly oppose this project.

Linda Reynolds
Linda Reynolds
18 Forest St
East Hampton, CT 06424

CT4-96

Dec. 3, 1993

Mr. Glen Goulet
Volpe National Transportation Systems Center
Kendall Square
Cambridge, MA 02142-1093

RECEIVED

Dear Sir:

My retired husband and I recently moved to Connecticut from Pennsylvania where we lived for 33 years. The primary reason for the move was what we perceived as an improved quality of life, even though the taxes and other costs are higher in Connecticut. Much to our surprise we have very recently been informed that the very reason for our move may be in jeopardy. One of the factors that sold us on this location was the wonderful view across Palmer Cove to Haley Farm, owned by the State of Connecticut. We assumed nothing could ever be done to adversely affect this view. The Draft Environmental Impact Statement concedes that the project will have an adverse impact on Haley Farm.

(1) Amtrak is considering a high speed rail system from New York to Boston. We have read the Draft, E.I.S. and feel all the environmental, safety and economic features have not been adequately addressed and Amtrak does not commit itself to any action to mitigate the adverse impacts.

Before we moved in, we read of how the coves were being cleaned and restored in spite of the railroad trestles that had decreased the flow of water killing fish and shellfish living in the coves. At the same time osprey nests and other bird sanctuaries have been encouraged.

All these plus more efforts have been undertaken to improve the economy, as well as the tourism and well being of the

New England coast. If I understand the statement on page 4-3 of the DEIS correctly, there will probably be a net long term decrease in employment in Connecticut as a result of this project.

None of these things is adequately addressed in the report.

I believe there are foreign studies that should encourage a slower pace of electrification of this magnitude. Has the experience of others who have undertaken similar projects been considered?

(2) The taking of public lands near town beaches for power stations should be questioned much more thoroughly. At pages 4-2 and 4-3, the Esker Point problem is mentioned without any commitment to do anything.

(3) An inland route which would aid business in Hartford and Springfield, or a route along I-95 should be more thoroughly considered.

Amtrak has apparently been working on the DEIS for a number of years. The public was given only a limited time to comment on the DEIS. Although we have not had enough time to study the DEIS to comment in detail our limited study indicates that

(4) the DEIS is seriously flawed. Accordingly we are asking for more time to comment and for additional hearings. It appears that there has not be adequate consideration of the potential consequences of such an expensive and extensive program to the economy of Connecticut and the quality of life of its residents.

Very truly yours,
Melissa Hyland
113 Seneca Dr.
Ansonia, Ct. 06340 203-536-6118

cc: Senator Christopher Dodd
Senator Joseph Lieberman
Honorable Barbara Kennelly
Honorable Nancy L. Johnson
Honorable Sam Gejdenson
Senator Catherine W. Cook

CT4·97

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Regina Cowan
54 Seneca Dr.
Naugatuck, CT 06340-5558

RECEIVED 1993

COMMENTS:

Dear Mr. Goulet,
I have addressed my concerns about this project on the attached pages.

Seriously,
Regina Cowan
11-23-93

Concerns Re: Northeast Corridor Improvement Project Electrification

(1) 1. *Noise*
-Can cause hearing damage: noise becomes hazardous when it is 85-90 decibels or more. Prolonged exposure to 85db or more can irrevocably damage delicate inner-ear hairs resulting in permanent hearing loss.

-Can negatively affect health: noise unwanted or harmful is the most pervasive pollution in our society. Among other things, loud noise which is prolonged can result in higher blood pressure, stress, fatigue, & impaired sleep, and the negative health damage these can create.

(2) 2. *Crossing Closures*
-Lose public access
-Affects businesses; businesses must close

3. *Improved Service?*
-Increase in speed does not necessarily mean improved service
-Many other ways to improve service: i.e. availability of seats, improved safety, clean modern bathrooms, stable ride, comfort of ride, on board food, etc:

(3) 4. *Alternative Routes*
-Tourism is one of our major industries in Southeastern Connecticut. A noisy, visually distracting, high-speed train along our scenic serene coastline is inappropriate. Tourists come here to enjoy the beautiful coast, to enjoy the water and lovely waterviews -to rejuvenate in quiet beauty.

-Alternative routes need to be given due consideration:
A. The former Airline Route through Springfield
B. New Haven-Hartford-Boston route
C. Construct a line near Route 95.

(4) 5. *Alternative Types of Electrification*
-Have alternative types of trains been explored in detail that may be quieter, safer while eliminating unsightly poles, wires, etc.?

5

6. *Affect on Tourism and Local Economy*
   - -Lower property values
   - -Freight service only at night
   - -Affect on boaters
   - -If property values decline, towns will see decrease in property taxes

7. *Visual Impact in Scenic Area*
   - -Catenary poles and wires will deteriorate waterviews
   - -Most people in this area have built or purchased homes here because of the waterviews

6

8. *Affect on Water Traffic*
   - -Boating is one of the main attractions of this area
   - -Boaters will be affected by the action of the removable bridges i.e. having to wait frequently for bridges to close to allow the trains to pass
   - -Again, boaters may prefer to go elsewhere; the affect on tourism and our economy?

9. *Bridge Maintenance*
   - -Increased Vibrations & increased speeds will place additional stress on already questionably maintained bridges - some already rusting

   - -SAFETY is the issue here, a significant concern
   - -This is an area for improving service.

7

10. *Electromagnetic Fields*
    - -Is there enough evidence to say that these are safe, that they will not cause health problems?

11. *Safety*
    - -With the increase in speed and increase in the number of trains, an increase in pedestrian accidents can be anticipated. These factors coupled with fog along the coast and resulting reduced visibility would increase the chances of accidents along this route.

8

    - -When hurricanes and other such storms hit, wouldn't there be more destruction along the coast with the added factor of the water?

CT4-98

RECEIVED DEC 13 1993 SDM

23 Mohegan Road
Noank, CT 06340

December 2, 1993

Mr. Glenn Goulet
Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142

Dear Mr. Goulet:

Once in a while a really stupid idea comes along with absolutely nothing to recommend it. The Amtrak electrification plan for the shoreline of southeastern Connecticut meets these criteria along with a list of negative impacts on communities along the shoreline:

1

1. Tourism and water access are the economic mainstay of southeastern Connecticut and can only be harmed by the further restrictions on coastal access imposed by this plan. The visual pollution, of course, is an added detriment. If no other route could be used at least Amtrak should use trains like the high-speed European trains which do not need overhead wires.

2

2. If reduction of air pollution is supposed to be a benefit of this plan, resulting from decreased automobile traffic between Boston and New York (a doubtful proposition at best), you should also consider the ways in which this plan might add to the problem of air pollution. By preventing freight from moving by rail on the new electrified system, it will add many trucks to I-95. It will also require additional power station(s) to generate the needed electricity and will add ozone to the air. None of this helps reduce air pollution levels and could make them worse.

3

3. The danger of exposing families along the shoreline, passengers and railroad staff to great increses in electro-magnetic radiation should not be underestimated. You are no doubt aware of a recent Swedish study indicating a real risk of leukemia and other cancers. If my house happened to be located next to the railroad, I would move rather than take this risk. It is very unfair to the families whose homes are close to the tracks.

4

4. Why should individual homeowners, business and communities in Connecticut suffer health risks and economic hardships for a plan which offers no compensating benefit to them?

There are alternative routes; there are different types of trains. Amtrak has no business ramming this plan down our throats. The necessary time extensions must be granted to give proper consideration to these issues and concerns. In the final analysis, the plan may not be cost-effective on any basis if the true costs are taken into account.

Sincerely,

Tana Raikes

Tana Raikes

John George.

John George

CT4-99 **Northeast Corridor Improvement Project Electrification**
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 11/30/93 pm

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

(1)

COMMENTS: I live in a Condo which is very close to the railroad tracks. Therefore, I am concerned about the value of my unit. We already have Conrail, Amtrak, freight & commuter trains going by day & night. Not only do we see them but the noise is unmistakeable.

(2) Our Condo's are on the wetlands & I also am concerned about the impact on the birds & the animals that live & nest there.

We really dont need more trains.

Shirley Chacho
33 Seaview Terrace
Guilford

CT4-100 **Northeast Corridor Improvement Project Electrification**
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: December 1, 1993

As a resident of Groton, CT and as an employee of a marine industry located on the Mystic River, I am strongly opposed to the electrification of the railroad on the present tracks.

The railroad tracks were designed in the previous century in a location that was readily accessible for construction and use - on the shoreline. The shore is now congested with people and businesses and the thought of having high speed electric trains in increasing numbers traveling over a jagged path of tracks is frightening. This is not the (1) best or most direct route from New York to Boston.

I understand that Amtrak hopes to increase the number of trains to approximately 60 per day, (traveling from 6 a.m. to 10 p.m.). What about the boat traffic? How will they be able to plan a trip if the bridges only open for short and infrequent time periods? The marina (2) I am employed at is up river from the RR bridge. Will Amtrak hire me if the marina closes due to inaccessibility caused by Amtrak's increased schedule?

(3) What about the high voltage electromagnetic waves? Cancer is increasing in this country and electromagntic waves could possibly be one of the causes. This possibility is under study and is not yet complete. Let's have the answers before you spend over a billion dollars destroying my backyard in order to decrease travel time by less than 20% on your transportation system.

More time is needed to explore other possibilities for the railroad updating. Don't start this project until all the answers are in and everyone has been heard from who will be affected. Ernest [illegible]

62 Fort Hill Rd
Groton CT 06340

CT4-101

RECEIVED 1/3/94

John F. Brooks
P.O. Box 111
West Mystic, CT 06388

28 December 1993

Mr. Glenn Goulet, DTS-72
USDOT/RPSA
Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Re: Northeast Corridor Electrification Proj. DEIS/R (EOEA # 9134)

Dear Sirs:

I would like to comment on several areas of the draft Environmental Impact Statement for the above project.

When the current draft discusses the option of retaining diesel service from New Haven to Boston, there is no mention of any studies or attempts to reduce the amount of time required for the engine change. Will through traffic from Springfield continue south of New Haven? This requires time to connect/disconnect, also. I would think that a study of how to reduce this time (or proving that it is not cost effective) should be included in the study. This could be an opportunity for new, but not overly complicated or expensive technology. (1)

Noise and vibration will increase above "expected levels" for "over 200" homes along the line in Connecticut. Since my house (built prior to the railroad, in the mid 1850s) is within 30 feet of the tracks, I assume that this includes my house. What is the accepted level of noise? Has the noise been recorded at the School Street crossing in West Mystic? Is it now "acceptable"? I am used to the current frequency and level of noise and vibration (which is extremely loud). Any increase in noise frequency/level will definitely result in a significant loss of property value. What steps would be taken to mitigate this? Are any homes slated for condemnation because they are too close to the tracks? The current draft of the report is very vague in this area. (2)

The study makes no mention of restricting drawridge openings over navigable waters. If over 50 trains are run daily, this issue will have a significant impact on vessel traffic (both commercial and recreational) on the Connecticut, Thames, and Mystic Rivers, as well as Shaws Cove in New London. Two of these bridges are very old, which may indicate greater possibility of malfunction. The Connecticut River supports oil traffic (oil for heat, as well as for powerplants), which cannot be economically shipped any other way in the quantities required. The Thames provides access for the U.S. Naval Submarine Base and the Coast Guard Academy, as well as several upriver manufacturing facilities and a powerplant. Mystic is Connecticut's #1 tourist destination, and the Mystic River is the lifeblood of the tourist economy centered around the Mystic Seaport Museum. It is unlikely that any of these rivers will be able to sustain the current levels of commerce if drawbridge openings are restricted. The externalities will result in significant economic dislocation (loss of jobs, higher heating oil prices), as well as fundamental changes in the character of the area. (3)

In general, I found the report to be very specific in the useless legal technicalities (changes to National Register Eligible railroad bridges), and grossly general with respect to the very real changes which will occur to the shoreline communities along the rail line from Old Saybrook to Westerly. These communities gain the least, and lose the most from the proposed project. A special portion of the final study should address the impact of the entire project on the character of this region of the Northeast Corridor. There is a reason why all of the drawbridges and most of the grade crossings and curves are in this stretch of the line. The geography is unique for the corridor, and that is why it is this portion of the project that is most sensitive and controversial. (4)

Sincerely,

John F. Brooks

John F. Brooks

WORK (203) 444-8575 (203) 572-9044 HOME

John Brooks
LCDR, U.S. Coast Guard
Chief, Sailing & Seamanship Branch
U.S. Coast Guard Academy

Pine Hall
USCGA
NEW LONDON, CT 06320

P.O. BOX 111
WEST MYSTIC, CT 06388

CT4-102

CT-4-102

STEPHEN B. SPEAR
17 Hefflon Farm Road
Old Lyme, CT 06371-2623
December 26, 1993

RECEIVED

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. System
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Sir:

I am writing in opposition to the Northeast Corridor Electrification Project DEIS/R (EOEA Number 9134).

(1) The benefits of this project are far outweighed by the disadvantages. A ninety minute reduction in travel time from Boston to New York will not attract new customers away from air travel. Those that enjoy taking the train will continue to do so. Those that are accustomed to flying will continue to fly.

(2) More and faster trains on the track that I live near will significantly disrupt the quality of life and environment for those of us that live here. I would be willing to make such a sacriface for a significant return. Saving ninety minutes isn't significant enough.

Sincerely,

Stephen B. Spear/Rochelle L. Spear

Stephen B. Spear/Rochelle L. Spear

CT4-103

audrey golub

11/27/93

93 NOV 30 AM 9:42

Dear Senator Lieberman:

You work all your life with both successes and failures and you wake up one day with the home you love and worked for — Threatened!

(1) In the name of progress Amtrak will ruin the Coastline of Connecticut and destroy for those of us who care about the environment and what little of what's left in S.E. Conn.

Please assist your Constituents

Cordially,

Audrey Golub

CT4-104

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 1/3/94 gm

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: Already the site of an out-of-doors workshop (producing loud noise beginning at 11:30 P.M.), already subject to an abusive cacophony of horn blowing, we can bear no further noise production (pollution) at our home site, near the Guilford Railroad Station.

NOTE: many complaints about existing noise have been made to local authorities and published in the press to little avail.

(1) Please do not allow electrification in the mode proposed. Please require the applicant to utilize more advanced (quieter and safer) technology already in use in Europe.

Richard S. Eaton
6 Paddock Lane
Guilford, CT 06437

CT4-105

281 Gardner Avenue, Unit J4
New London, Connecticut 06320
December 26, 1993

RECEIVED 1/3/94 gm

Mr. Glenn Goulet
U. S. Department of Transportation/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Re: Second Amendment of Comments Concerning the Draft Environmental Impact Statement/Report for the Northeast Corridor Improvement Project Electrification - New Haven, Connecticut to Boston, Massachusetts, Report Numbers: DOT-VNTSC-FRA-93-9.III and DOT-FRA-RDV-93-01-C dated September 1993

Dear Mr. Goulet:

I have further reviewed the referenced document and submit this the second set of additional comments:

(1) a. the public hearing was inadequate and insufficient in that the public was prohibited from direct examination and cross examination of the preparers, consultants and contributors to the DEIS/R;

(2) b. no data, analysis, assessment and evaluation appears in the DEIS/R relative to the structural conditions of all railroad bridges and the projected economic and environmental impacts of their repairs and replacements;

(3) c. the electrification project will not significantly reduce air pollution emissions in the Northeast by the year 2010. Such reductions will result from more efficient aircraft engines and automobiles. Whether, electrified or not, AMTRAK produces far less VOC and CO pollution than cars and planes and will contribute far less to reducing future emissions than the other modes of travel. The following data in the DEIS/R supports the above claim:

1. total volatile organic carbon (VOC) will drop for automobiles from 3,778 kg/day in 1992 to 2,100 kg/day in 2010 and for planes from 679 kg/day to 328 kg/day. The same emissions will go from 60 kg/day for non electrified AMTRAK trains to 68 kg/day as a result of increased service. If electrified, the 60 kg/day would be eliminated from the trains, but at least 8 kg/day would be added from increased power generation;

2. total carbon monoxide (CO) for cars would drop from 47,468 to 22,230 kg/day and for planes would decrease from 1,820 to 1,6654 kg/day. Non electrified AMTRAK train output would rise from 172 to 196 kg/day. Electrified trains would eliminate the 172 kg/day, but would add 92 kg/day from power generation;

3. total nitrogen oxides for cars would drop from 5,117 to 3,815 kg/day and for planes would increase from 821 to 1,925 kg/day. Non electrified AMTRAK train emissions would increase from 1,954 to 2,221 kg/day, and electrified trains would result in 1,254 kg/day from power generation.

Based on the above, the DEIS/R is incomplete pursuant to the National Environmental Policy Act, and demonstrates that electrification will not significantly reduce air pollution relative to other modes of transportation. Therefore, the Federal Railway Administration (FRA) has not met its burden of demonstrating the necessity of electrification for reduction of air pollution.

I request that the FRA continue the public hearing to permit parties with an interest the opportunity for direct examination and cross examination of those responsible for the data, analysis, assessments and evaluations in the DEIS/R.

Sincerely

Robert Fromer

Robert Fromer

CT4·106

SYMMETRY

93 NOV 22 AM 10

Nov. 26, 1993

Dear Senator Lieberman:

I am writing to you regarding the proposed Amtrack Electrification Project. I am strongly opposed to this idea and hope that you will do everything in your power to stop it.

A lifelong resident and property (1) owner in Mystic, I believe that our shoreline communities will suffer if this change occurs. Many factors (2) concern me, primarily the unknown potential hazards associated with Electromagnetic fields. Unexceptable noise levels and visual pollution would mar our beautiful shoreline. I love my town and this state and believe that there are other

[NOTE: received only first page of comment letter]

CT4·107

RECEIVED

Dec. 21,1993

Dear Mr Goulet;

1 I am writing you at this time to put in my two cents worth as to Amtrak's plans to electrify the shore line railroad from New Haven to Boston.In the past I have been against this move as being to costly for the end result.But when I read out and out lies and all kinds of foolish things being said about this,I feel I can no longer be against this plan.Quite a few of the things being said are from not knowing what the person was talking about.In brief I would like to say a few things.They say a lot more trains will mean boats will not be able to get out of the rivers.If this is so what did the people do years ago when there were so many trains running?.And I have seen personaly people on boats that will wait until the bridge has closed then move out and ask for an opening.Time after time I saw this when I was running a tugboat building the new Mystic River Bridge and the Shaw's Cove Bridge in New London.And one of the biggest violators of this is the United States Coast Guard.I have seen sailboats from the Acadamy above Thames River Bridge leave the dock one or tow at a time.Just as the bridge closes they request an opening.These so called sailors could be told to bunch up and go out all at the same time.Quite recently we saw a small sailboat on the Niantic River that was just about moving but he was holding the bridge up and we sat and waited.Why couldn't this boat wait until he was right up to the bridge then ask for an opening?.Before in past years I have seen tugboats come right up to the fender rack on bridges and wait.The minute they got the bridge they were gone.The operator had told the tug he was going to give him say 10 mins and the tug would make it thruogh.So the boaters are just a big bunch of cry babies.Now to the view.It is alright for these few property owners to stop me from crossing their property but they do not want their view blocked.Well how many times have they built a high house and blocked the view behind them?.Now to the dangers of electrifacation.If the stories those same people are spreading are true as they claim the death rate from New Haven to Washington D.C. and from Philadelpha to Harrisburg must be very high and not counting the people that live and have lived for years right next to elevated train tracks and lots have lived to a ripe old age.I would dare to bet that if a study were made comparing the death rate right next to the electric tracks all ready in place as compared to say the area around New London it would be very close to the same.I am also very tired of hearing about the monsterous trestles that are in place from New Haven west.Any one with any common sence would know there is no way the railroad would build such a system today.Why should they when single poles like used on the moden rail lines is the rule. Look at any electric lines in Europe you do not see massive steel structures you see poles.And last but not the least is this one.Sure you can fly from Boston to New York in an hour BUT lets be realistic about this.Add in the time needed to drive to the airport.Now add in the time you have to wait because they tell you you have to be there at least a half hour ahead of time and then add in the time from the airport to where you are going.On two occasions our daughter has flown once from Green airport and the other from Bradley.By the plane taking off late her connection at Dulles was missed so she waited 3½ hours for the next plane.Like I say this happened twice.Total time from here to Charlottlesville VI was 9(NINE)hours.Yup thats right and we can drive it in 9½ and stop and eat lunch.So this is why I want to put in my two cents worth. What we are dealing with here is a small bunch of people that don't want any thing.Thank you for your time sir and please add my name to the list in favor of the plan.

Sincerly Yours,

Tracy H. Smith

(Mr) Tracy H. Smith
42 Norman St.
Waterford
CT. 06385

CT4-108

D.O.T.
~~AMTRAK~~
RECEIVED
DEC 27 1993
gm

DEAR SIR

THIS IS A LETTER OF COMPLAINT AGAINST THE AMTRAK ELECTRIFICATION PROJECT. MY HOUSE IS WITHIN 50 FEET OF THE RAILROAD TRACKS. I HAVE A WIFE & 2 SMALL CHILDREN RECENT SCIENTIFIC STUDIES HAVE INDICATED THAT ELECTRIC POWER LINES ARE HARMFUL TO PEOPLE. A RECCOMENDED DISTANCE OF SAFETY IS THOUGHT TO BE
(1) 150 FEET. FOR ALL OF THE MONEY & PLANNING THAT IS GOING INTO THIS PROJECT I FEEL AMTRAK SHOULD PURCHASE ALL OF THE HOMES THAT WOULD FALL IN THIS 150 FOOT ZONE. I THINK WE NEED ENVIROMENTAL IMPACT STUDIES ON PEOPLE NOT ON SMALL BIRDS & FISH. DOES ANYONE REALLY CARE IF IT TAKES 3 HRS FROM N.Y. TO BOSTON INSTEAD OF 3 HRS & 15 MINUTES. WHAT WILL 15 MIN. DUE TO OUR QUALITY OF LIFE. WHY
(2) NOT MOVE THE TRACKS IN THE NEW LONDON AREA AWAY FROM THE SHORELINE & PUT THEM NEAR I 95. AROUND MY HOUSE THERE ARE DANGEROUS CURVES IN THE TRACKS AND I DO NOT BELIEVE A FASTER TRAIN IS SAFE OR NECESSARY
(3) I FEEL INSTALLATION OF THIS CABLE THRU
(4) WATERWAYS WHICH ARE PUBLIC PROPERTY ARE A HAZARD TO NAVIGATION, DREDGING, & WILD LIFE. THERE APPEARS TO BE TREMENDOUS OPPOSSITION TO THIS PROJECT

Patrick Crowley
5 MAGNOLIA COURT
NEW LONDON CT
06320
TEL 203-442-7024
Patrick Crowley 12-22-93

Mr. Patrick Crowley
5 Magnolia Ct.
New London, CT. 06320-6406

CT4-109

26 Oakwood Avenue
Pawcatuck, CT 06379
December 28, 1993

RECEIVED

Mr. John Herzan
National Register Coordinator
The Connecticut Historical Commission
59 South Prospect Street
Hartford, CT 06106

Dear Mr. Herzan:

The Federal Railroad Administration (FRA) is considering a proposal by the National Railroad Passenger Corporation (AMTRAK) to electrify its railroad line from New Haven, CT to Boston, MA. As you know, the railroad passes through the village of Pawcatuck in the town of Stonington and its Mechanic Street Historic District, placed on The National Register of Historic Places June 7, 1988.

This fact was brought to the attention of the FRA at its first scoping meeting held November 4, 1991 and at three subsequent public hearings and also through correspondence, with a request that your office be asked to review what impact the electrification proposal may have on our Historic District. I am not certain this has been done.

The FRA has since issued Volume 1 of its Draft Environmental Impact Statement/Report (DEIS/R) dated September 1993, and the study given to the various area historic districts is cursory at best and its conclusions unsupported. For example, Section 4.3.2.4 (p. 4-7) states the visual setting of certain historic properties may be affected by the catenary wires and supports but then dismisses this impact as "modest."

1 Further, your attention is called to Draft Report No. DTFR53-93-0002 dated April 1993, entitled "Draft Plan for Elimination of Highway At-grade Crossings," p. C-146, Historic Structures. Regarding the Palmer Street crossing in Pawcatuck, this report states: "There are no structures of importance in the immediate vicinity of the existing rail crossing, or the proposed new overpass (should read underpass) crossing." On the contrary, this area is designated as the Mechanic Street Historic District of the Town of Stonington and was accepted for inclusion on The National Register of Historic Places on June 7, 1988. A large number of homes in this Historic District are adjacent to the railroad and will be adversely affected by the catenary poles and electrical wires, as well as the placement of eight-foot high barriers which may be installed and by an obtrusive and expensive tunnel which may be constructed.

At the time you met with Pawcatuck residents to discuss the historic designation being proposed for the Mechanic Street area, you noted that the main purpose of the designation is to give historic properties "a level of protection," and that a review must be made when any federally-funded construction project threatens a site listed on the Register.

The purpose of this letter is to inquire if you have been contacted by the FRA or by the Volpe National Transportation Systems Center in Cambridge, MA for a review of this proposed federally-funded project, and if so, do you agree with the findings of the reports referenced above.

Sincerely,

Dora Hill

Dora Hill

c: John W. Shannahan, State Historic Preservation Officer
The Honorable Sam Gejdenson, Member of Congress
Glenn Goulet, DTS-72, Volpe National Transportation Systems Center
CT State Representative Robert R. Simmons
CT State Senator Catherine W. Cook
David Burdge, First Selectman, Town of Stonington
William Brown, Selectman, Town of Stonington
John O'Connell, Selectman, Town of Stonington
Blanche Higgins, Stonington Town Planner
Robert Granato, Chair, Stonington Planning and Zoning Commission

CT4·110

RECEIVED MR. HENRY P. BAKEWELL, JR.
193 Ayers Point
Old Saybrook, Ct 06475

27 Dec. 1993

To whom it may Concern,

I am writing in reference to the proposed electrification of Amtrak's New Haven to Boston rail line. While I am very acquainted with the vocal minority in Southeastern Connecticut who for various shortsighted reasons oppose the electrification project on the basis of noise, electric fields, desire to keep unsafe grade crossings open, etc. I believe that the project should be supported to improve the shore line rail service. You may count me as a supporter of the project with one caveat. The caveat is that Amtrak must provide adequate opportunity to continue viable local freight service provided between Providence and New Haven by the Providence and Worcester RR. There is no reason that freight service should not be maintained along with improved passenger service. Take a lesson from the old New Haven RR in the 40's. I support the Amtrak project 100% but only if freight service is not compromised.

(1)

Sincerely, Hen Bakewell

CT4·111

December 31, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Mr. Goulet:

I am writing to express my concerns and beliefs that the "Northeast Corridor Electrification Project" as presently planned will be an environmental disaster. My property overlooks Chapman Crossing in Old Lyme, Ct and is located in Oak Ridge Forest.

Come take a look! Rocky Neck State Park is visited by thousands of people. The beach at Chapman's Crossing sees hundreds of daily visitors. Homes, such as mine lie close to the tracks in "Point of Woods" as well as "Oak Ridge Forest." This is not some remote, open landscape. This

is a densely populated area alongside the most environmentally sensitive systems of rivers, wetlands, beaches and coves in Connecticut. The train tracks here are forced to curve and twist as a direct result of 4-mile River, Long Island Sound and the granite bluffs in the State Park. Even with electrification, trains in this section will have to slow dramatically to negotiate these turns. Come take a look!

With respect to the environmental "disaster" which I envision, I see the construction of overhead catenary poles filling in wetlands in the 4-Mile River. I see the State Park and beaches becoming "industrialized" by ugly overhead wires and supporting steel construction. Does incremental increases in train speed justify the destruction of a landscape intended for the people of this area to be a quiet retreat from a world of noise, pollution (visual as well as physical) (1) and vibration? Where is the logical analysis which balances costs against benefits? Add to these environmental costs, the health hazards of electromagnetic fields. Minimizing these impacts will not reduce the increase in worry, fear and anxiety brought on by converting this landscape to a more industrialized scene. With the availability of turbo technology, again the benefits of electrification are outweighed by the costs. The ultimate "disaster" lies in the failure of electrification to serve its intended purpose. An incremental increase in speed today will not meet tomorrow's need! This shoreline location (2) is doomed to be replaced with an inland

path that will produce greater speeds with less public disruption. Then, we will be faced with the costly, environmentally damaging process of removing this structure from shore areas.

I appeal to you to recognize the environmental risks and the adverse impact on people which electrification will cause. It is time to stop this nonsense now.

Sincerely,
Beatrice E. Minson
17 Oak Ridge Drive
Old Lyme, Connecticut
06371

Copy to:
Administrator, Fedl Rail Admin
Congressman Gejdenson
Senator Dodd
Senator Lieberman

CT4-112

December 30, 1993

Mr. Glenn Goulet
USDOT/RSPA
Cambridge, MA

Dear Mr. Goulet:

We are opposed to the proposed Amtrak Electrification between Boston and New Haven.

We believe that the impact of Electro Magnetic Fields on those near the tracks, the proposed closing of several crossings in Stonington, Connecticut, the undoubted decrease in property value for those living near the track and the effect of the project on animal life far outweigh the advantage of reducing the travel time from New York to Boston.

1
2
3
4

Yours truly,

James McE. Brown

Louise R. Brown

187 Montauk Ave.
Stonington, Ct 06378

CT4·113

39 Main Street
Stonington, Ct., 06378
January 4, 1994

Mr. Glenn Goulet, DTS-12
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, Ma. 02142

RECEIVED 11 Jan

Dear Mr. Goulet,

As a resident of Stonington Borough and one who has followed the continued decline of Amtrak service between New York and Boston I want to state my strong opposition to the proposed Northeast Corridor Electrification Project DEIS/R.

(1) I do not see this plan as improving accommodations and, in view of the curving road bed and hazards thereof, I believe safety is substantially decreased.

(2) The money needed for underpasses and overpasses which would impact negatively on country access, could be well spent on upgrading maintenance and service.

I trust the FRA will carefully reevaluate the conditions relating to this proposal and either draft a more relevant plan or make cosmetic changes in the present schedule which would afford improvements to currently offered transportation.

Thank you for your consideration.

Shirley C. Beal

Copy to my State Representative.

CT4·114

Mr Rowland Hunt
19 River Rd
Killingworth CT 06419-1326

Dec 25. 1993

Mr. Glenn Goulet DTS-72
55 Broadway
Cambridge, Ma.

RECEIVED 13 Jan

Dear Mr Goulet,

(1) Our local paper states "comments on electrification between N.H & Boston extended to Jan 21. 1994" and gave your name & address –

I am 85 and might not live to see it done but, being a paying customer of the N.Y. N.H & Hartford since I was 12 – in 1920, – I have seen people leave train travel – to crowd highways – despite billions spent on new highways – experience stop & go traffic – long delays because of hundreds of truck accidents! – trucks – with 30 ton loads that should only be moved on the rails! – instead of getting stalled on level crossing – as recently happened –!

– To those who object – noise, unsightly poles etc –!

NOISE WILL BE LESS! – I live 4 miles from Shore Line trains going thru Madison – Yet, in my yard I can plainly hear the diesels – as they stop & start and hum alone! –

– The POLES – unsightly!

Nearly all the track has trees growing along it – taller than your poles will be –! Plus – you always have had poles for your wires – evidently objections didn't see them! ---- Also – what about the double sized poles being put up in areas near track in expensive residencial

in N.Y. state 2.

property near the main N.H.-N.Y. track system! - by the POWER COMPANY! - They are taller than most trees but evidently - not objected to by their local property owners.

- - - - TALK OF ELECTRICAL ILLNESS!

People are far away from any effects - if any are given!? - It's a joke in these days of MICRO WAVE stoves - T.V. - V.C.R. - electric heat. - heating pads to toasters - all giving off electric waves! ?!

-- Ironic is this electrification should have been done in the 1920 -! - - We were going ahead - Electrified to DANBURY - only to have some - no brain - people - tear it down! - Now, a noisy expensive diesel division! - people & Metro Dir. sure wish it was re-electrified! - - In the 20's - electrified trains (over trolley poles) ran from Middletown to Berlin & another Middletown to Meriden - NOW, NO TRAINS OF ANY KIND — NO "Shirt train" (Was painted white) from N.H. to Boston - going thru Middletown, Wallingford & smaller stations! - I'm sure Middletown people would like a train to N. Haven etc!

In the future I see big improvements in travel for shore line people! - For instance - Metro North could have say 4 of their 10 car trains from N.Y.C. - go local to at least Old Saybrook! - Commuters from N.Y.C. not having to change trains and eliminating need for expensive - 3 car limited local AM & PM trains!

If still objection to poles - how about third rail? Must be cheaper!!. - Harlem R.R. division does fine with it - despite lots of local crossings — and speed seems equal to N.H. overhead trend!

Sincerely Raymond Hunt

CT4.115

RECEIVED JAN 10 1994 9AM

Jan. 10 1994

Mr. Glen Godet
US DOT/RSPA/VNTSC, DTS-77
55 Broadway, Kendall Square
Cambridge MA 02142

I am genuinely concerned about the adverse effects of electrification of the railway and use of high speed trains between New Haven and N.Y., and Boston along the Shoreline route.

(1) I believe it is absolutely necessary for public hearings to be held.

Wm. K. Duff

William K. Duff
30 Cove Side La.
Stonington, CT. 06378

CT4-116

DAVID D. TURA
166 NEPTUNE DRIVE
GROTON, CONNECTICUT 06340

RECEIVED

January 8, 1994

Mr. Glen Goulet
US DOT/RSPA/VNTSC, DTS-77
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

Although my family and I are supporters of rail travel and use AMTRAK regularly, we oppose the electrification plan for the northern corridor for the following reasons:

(1)

1. The "caging" of the rail line will effectively trap wildlife east of the tracks. Current imbalance within Connecticut's deer population is only an example of the kind of unnatural phenomena that can be expected.
2. The negative visual impact from both land and water would be unconscionable.
3. The supposed one-hour gain in travel applies only to those who depart Boston or New York. Those who board mid-way would realize only a half hour gain, at best...at an expenditure of more than $1 billion?? Come on! Those travelers who must reach their destinations quickly can already do so via air shuttle in less than one hour.
4. There appears to be little popular support for this plan and a great deal of opposition to it. Aside from the expense of the project which runs counter to reducing deficit spending, the immeasurable harm to the visual and natural environments, the emotional distress caused to many residents in many communities and the potential health risk to countless others cannot be ignored by any responsible business or government agency.

However, we would favor the spending of a portion of the allotted funding for this project to develop an alternative energy source to power engines using existing rail lines. Batteries, solar power or some other form of clean propulsion would provide wide benefit and no harm... the antithesis of the current electrification plan.

Yours truly,

cc: William T. Gage, Mark E. Yachmetz

CT4 117

RECEIVED

Robin R. Smith
190 Cedar Rd.
Mystic, Ct. 06355

Mr. Glen Goulet
US DOT/RSPA/VNTSC, DTS-77
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

I am writing to voice my opposition to the proposed electrification plan submitted by Amtrak. I am against this project for the following reasons:

(1)

1. The cost to the public is too high ($1 billion to build and install all the electrical equipment and buy the new trains and modify some stations)
2. It will require higher maintenance costs for old bridges and roadbed due to greater vibration.
3. Property values along the roadbed will be lowered due to concerns about electromagnetic fields, impaired views, increased noise and vibration.
4. Reduced rail-freight service to local businesses, thus increasing the use of the highways for freight transportation.
5. Water traffic will be reduced because more trains will reduce the time the movable bridges can be open.
6. The cost of upgrading or closing grade level crossings of local roads will necessitate costly alternatives.
7. Increased damage to the environment will result. The railroad has already caused severe damage to the environment by closing off so many estuaries and bays. The new construction will increase noise and vibration and possible electromagnetic fields will cause health problems.
8. Increased danger to people and animals from faster trains and higher voltage.

I strongly urge you to discontinue plans for this electrification project and to consider an inland alternative.

I urge you to hold public hearings before granting a permit for the electrification work on the bridges.

Sincerely,

Robin R. Smith

CT4-118

January 15, 1994

Charles C. Goodrich III
103 C Elm Street
Stonington, Ct 06355
203 535-4184

RECEIVED

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Ma 02142

AMTRAK ELECTRIFICATION MYTH # 4.

Dear Mr. Goulet:

Having just completed reading a Technical Paper prepared by George Haikalis and Albert L. Papp, Jr, both Transportation Consultants, I felt that at least one area of this paper be addressed by the DOT.

The report title is "Seven Myths about the Boston Electrification Project".

Myth # 4, "Electrically propelled trains are less costly to operate than gas turbine powered trains" stood out like a sore thumb. If in fact, which I tend to believe, this myth is close in accuracy, then electrification makes no sense at all and should be immediately shelved.

According to this technical paper, one Turbo powered train from Boston to New York, continuing on to Washington would consume 825 gallons of fuel at $.75 per gallon. This translates to 640,000 gallons of fuel yearly for this train. This further translates to $ 480,000. yearly in fuel.

The same trip electrically, with a train of a similar performance, would require 16,180 kilowatt-hours of electricity, amounting to about 14,100,000 kilowatt hours per year. The cost of the electricity is about $0.08 per kilowatt hour.

(1) Now things begin to get interesting. Electrical consumption for this train run for the year seems to be about $ 1,120,000. If this is really the case, then how is it that electrification is going to be less costly?

The Turbo trains need an overhaul about every two a quarter years. According to my readings, the cost for this is in the $ 170,000 range. So it appears that this creates a net savings well in excess of $ 400,000. This takes into consideration one and only one train, not twenty plus.

...continued...

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center

The Turbo referenced in these documents I am reading was built by Pratt & Whitney, in East Hartford. That plant is in the process of closing down. Three Hundred million dollars to electrify, allocated by Congress would certainly employ quite a few people building turbine powered engines, that set records years ago of sustained speeds of 170 plus mph.

Not only that, but these same trains for Amtrak could be marketed to foreign nations helping us balance our trade deficits and keeping a grand number of people employed. We could use a little of that around here!

If these two gentlemen are correct, then something is very incorrect.

I feel that these numbers, which are immense if you like to play with calculators, need further clarification by Amtrak and Congress. It appears to me that Mr. Haikalis and Mr. Papp have done some rather extensive homework.

Perhaps we need to do some too.....along with Amtrak..... the DOT... and Congress?

Yours truly,

Charles C. Goodrich

CT4-119

January 1st, 1994

Mr. Glenn Goulet DTS 72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Mr. Goulet,

We are unalterably opposed to the Northeast Corridor Electrification Project and wish to make these comments to its proponents.

(1) Underplayed is the fact that the airline shuttles will continue to be the dominant choice of business traffic between New York and Boston. A mere forty-five minutes in the air more than balances out the fact that the airports are not located in the heart of the cities. Another plus for the airlines is their accessibility to the suburban market.

Underplayed is the fact that the American family will not ride the train between New York and Boston. The cost will be prohibitive – it is already outrageously high. Given the huge amount of equipment families with children must carry, they will drive.

(2) Underplayed is the fact that electrification may not be able to achieve a three-hour goal. Underplayed is the fact that the gas turbine train may be able to do so at less cost and less damage to the environment both visually and

(3) in terms of a reduction in the use of fuel and production of pollutants.

Overplayed by proponents of the electrification project is the accusation of NIMBY on the part of the people of Southeastern Connecticut. Certainly this does exist, and this is why: What is planned is an outrageous expenditure, certain to be exceeded, the end result of which will be to ruin the Southeastern Connecticut

(4) shoreline, to deter rather than to enhance tourism, to limit access to Long Island Sound from marinas, to

(5) limit access to the U.S. Naval Submarine Base on the

(6) heels of a struggle to keep it open, to run more trains but curtail service to local towns, to increase noise

(7) and vibration, to increase the dangers of electro-magnetic radiation, to increase pollution in rivers, streams and

(8) coves, to limit access to beaches, and to produce a visual

(9) blight that would be a tragedy. This would all be done on an aging, curving, outmoded rail line when

(10) in all probability it will one day be replaced by a more

(11) sensible, more direct inland route.

Mr. David Carol, Amtrak's spokesman, has stated that there is little opposition to the project in Rhode Island and Massachusetts. Let me assure you there would be outraged opposition if the trains passed through the areas around Watch Hill and Newport

Rhode Island and the Massachusetts coastal towns.

No one denies that we need a good railway system, but is this the answer? Not when there are reasonable and available alternatives using American technology, specifically the VAC Turbo train.

It is most discouraging for the average citizen to fight a battle like this with little or no help from his elected representatives, and certainly none from the ineffectual Department of Environmental Protection.

Sincerely,

Patricia A. O'Leary
Stephen J. O'Leary
19 Oakridge Drive
Old Lyme, CT 06371

Copies to:
Administrator, Fed'l Railway Administration
Congressman Dejdenson
Senator Dodd
Senator Lieberman
Dept. of Environmental Protection

CT4-120

OLIVER JENSEN

P. O. Box 620
Old Saybrook, Connecticut 06475
Telephone (203) 388-4071

January 15, 1994

Mr. Glenn Goulet, DTS-72
U.S. DOT/RSPA
Volpe National Transportation Systems
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Mr. Goulet,

I have been over the draft environmental report concerning the electrification of the Northeast Corridor between New Haven and Boston, and attended the hearing held recently in this town. In my opinion it is a sensible plan, protective of every genuine concern of the people who live along the railway, certain to improve air quality and likely to lower noise levels. (The intermittent sounds of trains, so romatic to American poets, are in any case to be preferred over the constant roar of the throughways.)

I have been using the Corridor all my 79 years, save during World War II. I grew up in New London, went to college in New Haven, worked in New York while constantly visiting Connecticut. Driving has become a horror in which all the traffic greatly exceeds the speed limit, untroubled by the police. Better, faster rail service is not only essential, getting rid of the foot-dragging change of locomtives at New Haven, and it will draw more traffic from I-95.

(1) The only sensible concerns I heard or have read about came from the freight railroads like the Providence & Worcester. More passenger service will reduce their access to the line. It occurs to me that replacement of a third track here and there where it has has been torn up might help, in this day of electronic cab signals. Someone from FRA or Amtrak should go to Switzerland or England and see how well this is handled there. I've been to both a good many times.

It is my hope that this great improvement, perhaps six or seven decades overdue, will start operating while I am still around to use it.

Sincerely yours,

Oliver Jensen
(Retired Editor of
American Heritage Magazine)

CT4-121

RECEIVED 1/13/94

35 Windy Hill Rd.
Westbrook, Ct. 06498
Jan. 11, 1994

Mr. Glenn Goulet, DTS-72
U.S.D.O.T./RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, Ma. 02142

Dear Mr. Goulet:

I am a property owner and neighbor of Amtrak. My property is located at 28-30 Pond Meadow Road in Westbrook, Conn. This property is a rental property with two one-bedroom apartments. The building is located 30 feet from the Amtrak right of way, and will be less than 50 feet from the proposed transmission lines.

(1) I am very concerned that this will have a very negative impact on my property value. It will limit my ability to rent this income property. This property is a vital part of my limited income for retirement.

I would be interested in working out a resolution if at all possible. I am very much against Amtrak's proposal to electrify this right of way.

I have expressed my concerns at public meetings in the past, but have had no response from any of the study groups.

I would like to appeal to you again not to allow this project to continue.

(2) If this project is completed I think it would be fair for Amtrak to buy my property because of the negative environmental impact it would have on this property.

Respectfully yours,

Ralph F. Spinaso

RECEIVED

CT4-122

William T. Lasky
3 James Ct
Old Saybrook, CT 06475-1535

RECEIVED 1/24/94

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. Systems Ctr.
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet

As A resident along the Northeast Corridor I am writing in response to the Draft Enviormental Impact Statemant/Report

The 15 lot subdivision in which I live is located on the south side of the rail corridor in the vicinity of highway I-95. I estimate before mile post 106. In this area we are buffered by a narrow Wetland strip which runs along the rail corridor. In reviewing the DEIS I found that test site A-2, 176 Westbrook Heights Rd., Westbrook, CT., bests paralell's this subdivision of suburban homes.

(1) Although this subdivision is at a greater distance from the rail corridor than test sight A-2 it has certain factors which adversely effect the noise impact. Its proximity to Tilcon's batch plant located on the Boston Post Rd. and the slopeing topography located directly adjcent to the north side of the rail corridor affects the "Distance to sigificant noise impact" figure to a length larger than what is indicated in table A-2 "Train noise impact distance summary" found in Volume III of the DEIS. In addition to the above mentioned factors frequent Trian Horns dominate the sound levels of the passing trains.

(2) It is my request that you reevaluate the "Energy-Average" and "Day Night" sound levels for this area to see if they enter "Normaly - Unacceptable" "dBA" levels

Thank You

William T. Lasky

CT4-123

LAURINDA BARRETT
554 EAST 82 STREET, NEW YORK, N.Y. 10028
(212) 535-7287

RECEIVED 1/21/94

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, Mass 02142

January 17, 1994

Dear Mr. Goulet,

I wish to register my complete objection to the proposal to electrify the NEC mainline between New Haven, CT. and Boston, Mass. on the existing track bed.

My property is on Lord's Point, a small residential community close to Latimer Point, Noank and Mystic , CT along the most easterly section of the Connecticut shoreline. These communities have in common an intimate relationship to the AMTRAK RR tracks. They run either very close along, or through our communities. Sometimes 10-20 feet away.

Electrification demands building (among many unattractive thoughts) a huge fence at ground level on both sides of the track for obvious safety reasons. In a number of sections, however, cars and people now must cross the tracks to leave or gain access to their homes. Aside from the wild animals and human children it MAY keep out, the fence would prohibit the use of these crossings. There are no other roads to these communities. It would also itself possibly be larger than the houses beside it and obviously a grotesque sight invading these small New England coastal villages, some of them architectrual landmarks. In my opinion the electrification project has no right to change the entire look of an area that residents have worked so long and hard to develope over 100's of years.

(1)

If the project goes through, undoubtedly more and faster trains will follow through this beautiful, relatively calm shoreline region. We don't need them. Nor do we need quantities of electricity added to the air we breathe. Again, because many of these towns are so close to the tracks.

(2)

IF it is commercially necessary to proceed with this business, thought should obviosly be given to moving the tracks away from our homes. And what of the curving coastline? Do we need the added risk when these curves also pass so close to our homes? NO. EMPHATICALLY NO.

(3)

Respectfully submitted,

Linda Barrett

Linda Barrett
39 Lindberg Road
Lord's Point, Stonington, CT.
06378

CT4-124

RECEIVED 1/24/94

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation
System Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Jack M. MacNeil
95 Meadow Wood road
Branford, CT 06405

January 13, 1994

Dear Mr. Goulet:

In reference to our conversation on January 10, 1994, you suggested I write you about my concern for the noise impact the new and more numerous trains would have on the local neighborhood.

Our Branford property abuts the main Amtrak line for several hundred feet and the noise of passing rail traffic has always been an annoyance. The fact that this traffic will be increasing substantially in several years is downright disconcerting.

I write this to suggest a way of muting the noise created by the increased and faster train traffic. The suggestion is that a sound barrier be placed along the edge of the rail rightaway. In the area of Branford where our property is located, the rail line passes through residential areas that have trees adjacent to the tracks so there would not be interference of any local views as one might find in the Stony Creek area of Branford. In addition there are no road crossings in the area as bridges handle all car and truck traffic.

(1)

A sound barrier fence would also have safety benefits. My wife and I have a dog and a grandson that visits us regularly. It would give my wife and I much peace of mind to know that there would be no chance that a dog or child could wander onto the tracks carrying trains travelling at a very high speed. I know our neighbors have similar concerns.

And so with the hope that the barrier fence concept will be considered along selected areas of the rail right of way to modify sound and provide an additional margin of safety, I remain

Yours Truly

Jack M. MacNeil

CT4-125

Judith W. Neurath

RECEIVED 1/21/94

January 17, 1994

Dear Mr. Goulet.

I hope that my voice will be heard among the many others to the foolishness of the Amtrak Electrification Project.

(1) I don't believe that a less than three hour drive will entice people to take the train. People will still opt for the speed of a plane or the convience of a car. The trains price of a ticket isn't going to be cost effective.

The trains coming out of New York City will still have local trains to contend with which will delay service, and the shoreline will also delay service, because of its ~~road~~ passes, curves and traffic.

The coast of Ct. is the major commodity of South Eastern Conn. and destroying its beauty with

(2) Railway lines & buildings will destroy the view for all, tourist included.

(3) The electrification itself also endangers peoples health which is a high price to pay for modernization - more tests should be run to prove the danger of electrical output.

As a homeowner of Stonington I ask you to reconsider and at least delay this project until it can be further studied

Thank you

Judith Neurath
49 Lindsey Rd.
Stonington, Ct. 06378

CT4-126

RECEIVED 1/21/94

January 14, 1994

Mr. Glenn Goulet
DTS-72 U.S.DOT/RSPA
Volpe National Transportation Syst. Ctr.
55 Broadway, Kendall Square
Cambridge, Mass 02142

Dear Mr. Goulet

(1) We would like to express our adamant opposition to Amtrak's northeast corridor electrification program. Our property is adjacent to railroad and we are fearful of the long term health affects involved. We are (2) concerned with the increased vibration damage which will undoubtedly occur to our house. Passing trains started causing vibrations to our house when the rails were replaced a few years ago. The additional (3) noise and the unsightly electric poles and wires are also an uncomfortable thought.

From all the information I can find, the experts do not agree on the levels of EMFs which are harmful. Most of the limited data available relates to domestic power lines. Some articles disagree on the effects of 60hz and 50hz in the U.S. and Europe. I am very frightened of the EMF generated by 25 KV power lines and its harmonics, and who knows what frequencies are generated by an electric train. (4) I would like to see the published data which shows there are no long term health problems related to residents adjacent to that kind of power.

(5) We don't understand how you can subject the public to such unknown risks for only a 20% reduction in travel time. For the amount of (6) money this project costs, there must be some other way to make trains go faster.

Respectfully,
Joel Maynard
Linda Maynard

Joel and Linda Maynard
177 Pondmeadow Road
Westbrook, Conn. 06498
Phone 203-399-6965

cc: Senators Lieberman and Dodd

CT4-127

RECEIVED 1/21/94

(1)

Jan 15, 1994

Mr. Glenn Goulet
USDOT/RSPA/VNTSC, DTS 77
55 Broadway
Kendall Square
Cambridge, Ma 02142

Dear Mr. Goulet,

You are probably aware that I have written you before, commenting on the DEIS and the Amtrak N.E. Electrification Project. At first, my objections were regional and local in nature, but now, I read daily of Amtrak accidents, fatal or near fatal, derailings, mishaps, strandings and other serious passenger hazards. The total Amtrak safety (or unsafe) record certainly requires deeper scrutiny.

The DEIS refers to safety. I now am truly doubtful of the competence of Amtrak management to provide

(OVER)

safe passenger service at current speeds – certainly not at increased speeds over twisting trackage, corroded trestles and with aged cars.

I respect the railroad worker who toils regularly to maintain the track and cars, who keeps the railroad running, but I have ZERO CONFIDENCE in Amtrak executives and decision-makers who have recommended this project to Congress.

As a taxpayer, why should I believe in or use an operation scarred by repeated crashes, death, breakdowns, failure, noted for unreliable performance and fatal accidents – and all this daily display of dangerous incompetence operated at a loss, requiring massive infusions of taxpayer dollars while charging rider-resistent fares. Do you trust them? Do you rely on this unprofessional bunch who propose a

billion dollar project? I don't!! The Amtrak "track record" in a public service business, is abysmal, is utterly shameful; Amtrak executive management should be must be, objectively evaluated immediately, on performance, such evaluation to result in termination, or less potentially harmful positions at adjusted pay – or – where warranted, promotion and raise. This performance evaluation should be an annual event as it is in other corporations.

(1) I am requesting that DOT review the safety record of Amtrak, nationally and regionally, comparing the performance history of diesel engine VS. electric engine operation against passenger miles, noting fatal accidents, incidents, mishaps etc for each mode. This data should also be compared with like data from other developed countries.

(OVER)

(4.)

France, Britain, Germany, Sweden, Italy Japan — that have mature passenger train systems. How does Amtrak stack up? I fear, as a citizen, that Amtrak will show poorly in this comparison.

A failure to determine the level of safety of the Amtrak operation compared to similar operations is a failure to perform "due diligence" in presenting an honest and complete environmental study; therefore the conclusions used to base future action will be flawed, and open to legal challenge.

I would appreciate a direct response to this request.

Sincerely
James J. Musante

JAMES J. MUSANTE
195 SENECA DR.
GROTON, CT 06340
TEL AC 203/572-8816

CT4-128

RECEIVED 1/31/94

1 Pepperpush Drive
Clinton, Ct.
January 17, 1994

Glenn Goulet, DTS-72
U.S. DOT RSPA
Volpe Nation Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

After reading about the Amtrak proposal to expand high-speed rail service between New Haven and Boston, I want to express my opinion. I am against this plan. Clinton has a 4th and 5th grade school right near these lines and I am concerned for the children. I have a cousin who lives near power lines and has childhood borderline adult leukemia. Six other people on their block have some form of cancer. The eletromagnetic fields are a real issue. (1)

Another concern is that we are a quaint waterside town. In the summer, people move into Clinton by the numbers. Power lines will destoy the gentle and aestetic appearance of my town and those along the shoreline. What fascinated me about Clinton when I moved here was the living history. As I walked I saw age old homes. I read or heard the stories of the forefathers of this town. I envisioned myself within the living history. I live here to get away from the intense pace found in other communities. (2)

I am an artist and teacher who has just recovered from breast cancer and know the pain of this disease. I care about my town's appearance and above all the health of its inhabitants. I am against this plan!

Sincerely,
Carolyn Malchow
Carolyn Malchow

CT4-129

BRUCE AVERY
BOX 9492
NOANK
CT. 06340

MR. GLENN GOULET DTS-72
USDOT / RSPA

RECEIVED 1/2/94

REGARDING THE AMTRAK
ELECTRIFICATION PROJECT :

Maybe I'm confused!

Let's assume that we're not concerned about the EMF health risk for the thousands who live or work next to, or travel on the train. Let's assume we don't believe the Swedish study showing children exposed to high levels of Electromagnetic Radiation have four times the chance of getting leukemia. Certainly health isn't important!

Let's assume that we have no regard for the coves, wetlands, beaches, that would be impacted, or the 17 businesses in Conn. possibly driven out because they are dependent on rail freight, (that is only 15,000 workers). Certainly our strong economy doesn't need these guys!

Again let's assume we don't care about the adverse impact to the wildlife, the endangered species, the tax base, or our property values.

So this is a great thing for Conn...? Because.... Well, because....WHY???

(1) We now know it won't significantly reduce pollution; it won't be fast or convenient enough to take many cars off the road, so it comes down to
(2) MONEY! But what about money??

(3) It won't create jobs for people in Conn., in fact, quite the opposite. 50-300 railroad workers in New Haven will lose jobs. The tourist industry will be clearly impacted. It could affect the viability of a large
(4) percentage of hundreds of marine-related businesses in the state, due to bridge closures. This is a $1.6 billion/year industry in Connecticut. It employs 10,300 people and it puts $61.5 million into the state's coffers. It *could* affect the fuel, gas, and coal supply to the state up the Connecticut and Thames Rivers. It *could* affect the Navy's decision to stay in Groton.

(5) Why do we want it ? To save 20 or 30 minutes? For who? For those people in New Haven? Our Neighbors in New York City ? It won't be stopping here; New London, or Mystic, or Norwich, or Stonington, yet people in these towns will lose jobs & property & property value and pay for fuel and taxes because of it.

(6) Who does benefit, other than New Yorkers ?

This is *our* state not theirs !!

(7) There are cheaper, safer alternatives that could improve rail travel time, possibly at 16% of the cost of this boondoggle. 84% cheaper!

I am in favor of a high speed mass transit system for the future.Their proposed *improvement* averaging less than 100m.p.h. on the curvy shore route is an incredibly archaic solution.

If this is going to be a temporary fix for the short term, which Amtrak admits, let's not waste 2.2 billion hard earned dollars.

This is your state and your tax dollars. Don't waste it!

BRUCE AVERY
NOANK, CT.

CT4-130

11-30-93

Dear Senator Lieberman

I feel a decision should NOT be made to electrify the railroad in Connecticut and encourage more frequent trains. The more frequent closing of the railroad trestle would restrict boat traffic up the river (which is already restricted).

(1) I am in favor of public transportation, but perhaps the turbo-powered engines would be better - also from the standpoint of creating local jobs for their construction.

Thank you

Kathy Weisberger

CT4-131

14 November

(1) Dear Senator Lieberman,

Many of us in the Northeast - living along the coast do not want overhead electrification if it is to follow the present route along the Water-

Perhaps you should take another look at this area so that you would have a better idea of the impact on our quality of life -

Yours truly,

Leslie Rice Keffer

AMBROSE BURFOOT
65 CHAPEL DRIVE
NEW LONDON CT 06320

CT4-132

WESTERN UNION MAILGRAM

021332000301 01/20/94 BNSA

RECEIVED 1/24/94

MR GLENN GOULET
AMTRAK FEDERAL DEIS DTS-72 USDOT/RSPA
VOLPE NATIONAL TRANSPORTATION CENTER
55 BROADWAY KENDALL SQUARE
CAMBRIDGE MA 02142-1093

1

MAKE TRAINS AFFORDABLE FOR AVERAGE PEOPLE. FORGET ELECTRIFICATION AND SPEED.

LETTER FOLLOWS.

SUSAN BURFOOT

14959

10:49 EST

MGMCOMP

MGM CS (10-89)

To reply by Mailgram Message, see reverse side for Western Union's toll-free numbers.

CT4-133 TC RICE 11/19/93 EVEN MTG CT-4-133

November 17, 1993

COMMENTS IN REGARD TO THE DRAFT EIS FOR THE NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

1 It appears that the authors of the DEIS have ignored their mandate to consider all alternatives to electrification of the AMTRAK right of way along the Connecticut shoreline, or that they have not given due diligence to their search for alternatives.

First, let me present the possibilities for different routes:

a) There is a shorter route available which is in daily use, and which, at first glance, appears to have many more desirable features than the shore line. This is the right-of-way from New Haven, through Hartford, Springfield, and Worcester to Boston. According to AMTRAK's schedule, the distance is 19 miles shorter than the coast line route, and trains regularly run this trip in less than four hours with 11 stops.

b) A right-of way exists, which is at least partially in use, which runs from New Haven in a direct line to Boston. I can only estimate the distance, which seems to be about 116 miles: 41 miles less than the shoreline route. This line, when in use, was known as the "Airline" route, and was the way of the fastest express trains before it was abandoned, for what reason I do not know.

Given the cost of electrifying the coastal route, which must include the cost of closing several crossings-- by whatever means--, the expense of repairing the five ancient movable bridges along the coast, and the incalculable cost of the damage to the fragile wetlands, the loss allocable to the ruin of the beauty of our villages and countryside, and the probability of damage to the right-of-way in any hurricane, not to mention many other unforeseen casualties and day-to-day delays, it would seem that the inland route would cost no more to upgrade than would the coastal line. Indeed, with the expressed goal of stealing 1.8 million riders from the airlines and highways, AMTRAK should consider the increase in potential of the Hartford, Springfield, and Worcester markets. If one considers that the high-speed trains make no stops whatever between New Haven and Providence, the potential is certainly important. Further, it makes good sense to connect Connecticut's Capital and the second and third largest cities in Massachusetts to Boston. Providence already has rail connections to Boston which are shorter than sixty minutes, and very little improvement would be possible over the short distance.

The use of an alternative route must be studied in detail, before any further moves are made!

2 Second, the DEIS brushes off the use of alternative propulsion systems in favor of the electric overhead-catenary type train,

typified by the X-2000 and the ICE. The EIS (para. 2.3.2) states that only two possibilities were considered for propulsion: those which require a change of locomotives at New Haven, and those which operate in a dual mode, i.e., diesel and electric. No consideration is given to the gas turbine train set, nor to the gas-turbine/electric applications; nor has any consideration been given to the latest technology in diesel propulsion. I am told, by knowledgeable sources, that Cummins have developed an engine which burns so cleanly that, given a catalytic converter, it has earned a certificate from the Bureau of Mines to permit operating completely underground. This, it would seem, would also allow the train to operate in the New York City tunnels. I can cite facts and figures which show economies of fuel consumption, reduction of pollution, and speed and acceleration which beggar the proposed electrical system, and which have already been proven over the AMTRAK lines to exceed the time constraints imposed by this plan. Not only will this train outperform the two foreign candidates, but it is !00% USA...design, developed, and manufactured here. AND, it uses an engine built by Pratt & Whitney.

Because, however, that manufacturer is represented here tonight, I will defer to that representative. I only ask you to bear in mind that this system will do everything AMTRAK demands, without the need for risking our health and environment with the unsightly overhead electric wires, and without the necessity of spending billions on a 140-year-old right-of-way which could be destroyed by the next hurricane.

These alternatives, too, need to be studied in detail, and the results published.

3 Finally, I want to point out an impact which has been completely ignored by the DEIS, in spite of its having been pointed out at two or more public meetings. That is the effect the plan would have on water traffic on our rivers. Follow my figures: AMTRAK proposes to operate 60 trains per day over the shoreline route. This equates to one train each 18 minutes in an 18-hour day. Now, assume that a movable bridge, of which there are five, requires 5 minutes to cycle from open to closed to open. Add to this the ten minutes required before the train's passage which the bridge must be closed for safety, and subtract that fifteen minutes from the eighteen minute interval between trains. This leaves us with an incredible interval of only three minutes in which to move water traffic up and down river. Bad enough for the recreational boaters; worse for commercial marine activities such as the Mystic River Schooners and Sabino. But consider the effect on the U.S. Submarine Base. Will the next round of base closure hearings say," Let's close New London: they can't get submarines in or out of the river in an emergency anyway?" Is this one of the economic benefits promised by AMTRAK?

The Thames River threat is only one; let's look at one more. Hartford depends for its oil deliveries on barge traffic on the Connecticut River. There is no way a string of oil barges can pass through the railroad bridge at Old Saybrook in three minutes. Senator Lieberman, is this one of the economic benefits of your plan? Governor Weicker, did you think of this when you, as a member of the Coalition of Northeast Governors, agreed to the proposal? Honorable Sam, are you listening?

I request that this hearing be continued for at least three months to allow for further study. The matter is not, simply a NIMBY: the issues are far too serious to allow only until 1 December 1993 for consideration, a date which is only 11 days in the future. And please, give serious attention to our needs. Do not brush them off as being only impediments to the AMTRAK Dream!

Theodore C. Rice
P.O.Box 54
West Mystic CT 06388-0054

CT4.134

January 19, 1994

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142
(617) 494-2002

RECEIVED 1/24/94 gm

Dear Mr. Goulet,

As you have probably received by now, numerous letters concerning the Draft Environmental Impact Statement (DEIS) on the proposed Electrification of the Northeast Corridor railway system, I would like to share my points of concern.

I am employed by the U.S. Navy as a Radiation Health Instructor but I mainly deal in 'Ionizing' radiation from nuclear reactors. Radiation emitted from Electromagnetic Fields is considered 'Non-Ionizing'. This type of radiation still has associated health risk. Ongoing studies by independent researchers and the Nuclear Commission on Radiation Protection (NCRP) reports also indicate that molecular changes to the body occur. Increased risks of brain tumors and leukemia have also been noted to humans in close proximity to Electromagnetic fields.

1 The concerns that I express, both as an Instructor for Radiation Health and a resident of Southeastern Connecticut leaves me to believe that the proposed Electrification project is not justified. The benefits do not outweigh the risk, be it financial, health or environmental. I can foresee another 'ASBESTOS' nightmare happening and Amtrak and the Federal Government will be held strictly accountable! As for the benefit of relieving congestion on Interstate I-95, I have lived in Southeastern Connecticut for over 5 years, WE DO NOT HAVE CONGESTION ON INTERSTATE I-95.

2 These are my points of concern and opinions. I hope that Amtrak can make an alternate route, possible through Hartford, for Southeastern Connecticut does not benefit at all from this proposal and the effects from construction and development deeply hinder this community.

Sincerely,

Joseph Bertoline

Joseph Bertoline
Radiation Health Instructor
27 Noyes Avenue
Pawcatuck, CT 06379
(203) 599-3292

CT4.135

New CT-4-~~1~~ 161

Making the trains clean, punctual inexpensive is more important for the general public than embarking on this massive and expensive project merely to transport select members of the population between Boston and New York in 30 minutes less time. Saving that half hour is not worth the staggering cost in dollars and in environmental damage, which this project necessarily will entail.

Those of us not on the express stops will be left to cope with the same inadequate service, while putting up with the disfigurement of our countryside. We will receive absolutely no benefit from this misuse of our money.

1 For over 100 years southeastern Connecticut's coastal area has attracted tourists, boaters, artists, historians and writers because the views are natural, lovely, and free from the visual pollution associated with the railroad yards and facilities in the big cities. The overhead electrical wires cantilever from pairs of poles at a maximum distance apart of 175 feet, no matter how skillfully designed, will be an endless eyesore through the countryside. Historic districts, civic groups and local governments all encourage putting wires underground for safety during the frequent high wind storms, as well as for community attractiveness. Now a Government agency is pushing and funding exactly the opposite goal.

2 No one can accurately assess the damage to the hundreds of coastal inlets, coves and rivers that is certain to occur as bridges are remade, new overpasses constructed electrical maintenance areas built. Judging from the damage to fish spawning which have resulted from past railroad construction, we know that the effect on the already deteriorating coastal environment will be substantial. The engineers, asked by Congress to design a system to get passengers between New York and Boston in just three hours, have not concerned themselves with the environment, the wishes of the citizenry, nor the reasonableness of the project.

In this era of enormous US debt and irresponsible budget deficits, with some economists predicting that the USA will be bankrupt in 7 years, Congress cannot justify spending unknown billions of dollars on a train system that produces so little benefit and directly causes so much damage.

This is the time to vote NO on this high speed electrified train. We must be fiscally disciplined, make do with what we have. Reduce its cost, run it on time, clean it up and take pride in saving billions of dollars.

Thank you.

Very truly yours,

Mary C. Anderson

Mary C. Anderson
President

c.c. Mr. Mark Yachmetz
Mr. Glenn Goulet

Bill Cannon

CT4-136

17 November, 1993

Comments on the Draft Environmental Impact Statement (DEIS) for the proposed electrification of the Northeast Corridor.

In general, I was disappointed with the content of the DEIS in that it appeared to be a cursory analysis of the impacts of this complex project. Many of the thirteen subjects did not address substantive or ancillary issues that I feel are germane to the overall judgment of the impact of this project on the population of the Northeast Corridor area. In effect, I judged the DEIS to be a concerted effort to minimize the effects of this large, complex project that with be with us forever.

In particular, the following comments provide additional areas where the environmental impact should be assessed before the FRA determines the final environmental acceptability of the project. These comments follow the order of Chapter 4, Environmental Consequences of the Draft EIS.

Section 4.2 - Socioeconomic Impacts.

The project was judged to have no impact on the tourism of the region. While there is no basis in literature for projecting an increase in tourism related to high speed rail service, there is evidence to suggest that the increase in daily rail traffic will cause impediments to waterway traffic along the coastline. The total lack of any analysis of the impact of increased bridge closings on recreational, commercial and National Defense waterway access and the businesses that it supports is one of the substantive issues that must be addressed in the DEIS. Areas of particular concern are the Connecticut River, the Niantic River, the Thames River(including Shaws Cove) and the Mystic River. It should be recognized that the Thames River is a major conduit for Naval and Coast Guard Vessels that require unimpeded access up the narrow (500' wide) river channel and through a very hazardous current rip at the railroad bridge.

(1)

Comments provided later for Section 4.9 raise the issue of impacts of curtailed rail freight service, another condition that must be addressed before the DEIS is approved.

(2) Section 4.4 - Noise and Vibration.

The analysis of noise and vibration discloses a truly significant fact, the faster trains will make more rolling noise and vibration, especially above 80 MPH. The mitigation of this condition requires keeping the train wheels round and the tracks properly shaped by grinding. The viability of continuing funding for these maintenance expenses is a proper subject to be evaluated in the DEIS. Without a firm commitment to maintenance for the next hundred plus years, the impact of the high speed trains on the communities will increase with time. The other mitigating actions for noise suggested in the DEIS were 8 to 16 foot tall noise walls or increased sound insulation for the affected properties. Even pressure treated wood would not last more than ten years in the marshy environment along much of the track in southeastern Ct., therefore the lifetime maintenance cost of this approach must be analyzed and the viability of its funding, and/or funding for sound insulation, considered before the DEIS is finalized.

(3)

(4)

This is one of the areas that led me to conclude that a concentrated effort was made to trivialize the impact. Table 4.4-4 lists the number of affected receptors for noise. For the entire Town of Groton, a total of six "receptors" (note that receptors are the houses in which we live!) are noted. In the small area of Groton around my home (read receptor), I count eleven homes within 100 feet of the ROW! If the noise radius is

17 November, 1993

more realistically set at 250 feet, the number of homes increases to twenty-nine. The figure of six is obviously wrong! I have included a copy of an old aerial survey with the homes highlighted.

(5)

Section 4.5 - Electromagnetic Fields

The DEIS does not consider the impact of the provision of new or increased current over the 115KV transmission lines that will be built to the feeder stations. The DEIS notes that EMF fields under high power transmission lines typically is 12 to 200MG, significantly higher than the values presented for the rail ROW. This impact must be addressed before the FRA takes action on the DEIS.

(6)

Section 4.9 - Transportation, Traffic and Circulation.

As stated in comments to Section 4.2 above, the impact of this project on waterway traffic is totally ignored. The impact of more frequent bridge closings at the five movable rail bridges must be evaluated.

Another issue, and one that is treated rather cavalierly in the DEIS is the impact of the electrification on existing and future rail freight operations. Essentially, the DEIS states that rail freight service will be curtailed, future options will be eliminated by electric catenary clearances, and that freight service will exist only at night. This conclusion raises the concern that the DEIS has not addressed the Socioeconomic impacts of this situation, especially on those businesses that will be forced to accept deliveries at night.. No mitigation schemes are provided for this decrease in public service resulting from the electrification project.

(7)

Section 4.10 - Air Quality.

The analysis of pollutants created by the replacement of the diesel powered engines neglects the fact that the majority (55%) of electric power generation in the U.S. is from coal. Most coal plants create more pollutants than comparable oil or gas fired plants. To present a true picture, the analysis should consider the total generation picture, not some arbitrarily selected segment of the power industry, since with power pooling and wheeling, the actual generation may occur almost anywhere in the country.

(8)

Section 4.11 - Visual and Aesthetic affects.

The entire analysis that concludes that the project would impact the view from 34 residences is flawed. The DEIS conclusion is based on a very limited selection of potentially affected sites. Again, like my comments to Section 4.4 above, I refer to the attached survey map. The view from many homes (Visually Sensitive Receptors or VSRs to trivialize the human factor), will be degraded by the imposition of the catenary system. The DEIS selected only views toward the water of Long Island Sound or Greenwich Bay as potentially affected. These are not the only views in 156 miles. Not only are water views prevalent along the shore of the Mystic River where I live (I count fourteen homes in my neighborhood that will have the catenary in their view of the river), but there are also many outstanding views in other directions. Many of my neighbors enjoy the ability to gaze over the peaceful wetlands and ponds without paying the extra property taxes that come with water views (just in my neighborhood, I count twelve homes in this category). These views will also be impacted by the catenary installation.

(9)

William M. Cannon
Box 123
West Mystic, Ct. 06388

CT4-137

CT-4-137 T

Comments by W. Wallace Fenn 11-18-93

I am here to talk about something that was totally neglected in your draft environmental study. The study says that the number of trains per day will be increased from 10 each way to 26 each way. It does not discuss at all the effect this will have on boat and ship traffic through the bridges.

1 There are five movable railroad bridges in southeastern Connecticut which must be opened in order for most boats to pass through. The more trains there are, the less time the bridges can be open. As train traffic increases, boat and ship traffic will be curtailed. This will have an adverse effect on many people in this region:

1. The Submarine Base is north of the New London bridge, and in general, submarines require the bridge to be open in order to pass through. A great many people worked very hard to keep the base from being closed, because its closure would damage the whole economy of this region. If Navy ships and submarines have more difficulty getting through the bridge, the continued existence of the base could become jeopardized again. The Coast Guard Academy would also be affected.

2. There is a significant amount of commercial ship traffic going through the bridges, including passenger-carrying ships and schooners, charter fishing vessels, and others.

3. There are many marinas and boatyards located upstream on the rivers. Their business and survival depend on boats being able to get to them. If it becomes more difficult for boats to get through the bridges, boat owners will go elsewhere, and these businesses will suffer.

4. Finally there are the boaters themselves. I have almost never found a bridge open when I want to take my boat through, and I usually have to wait 10 or 15 minutes and sometimes more for the bridge to open. An article in Soundings newspaper says that the Metro North Railroad has petitioned the Coast Guard for permission not to open the Mianus River bridge in Greenwich at all during its rush hours, a total of 6 3/4 hours each weekday. If train traffic becomes as popular here as in that area, our bridges would be in the same situation. At any rate, any reduction in the time bridges can be open will be an additional inconvenience to the boaters.

2 The effect of increased train traffic on boat traffic was totally ignored in the report and it should be addressed in the next version. I really don't see how it could have been overlooked.

3 In my view, the effect on boat traffic, when added to the other drawbacks of increased noise, spoiled views, increased danger due to high speed and also to more trains, possible effects of electromagnetic radiation on people, and on radio and television reception make the project a real loser for this region. This plan makes the people here victims for the advantage of the few people who will ride those faster trains. This is a government operation and should be managed for the benefit of all the people.

4

5 If you really want to speed up the trains, you should seriously consider moving the roadbed inland, out of the congested area where it is, and build it as a modern high speed route without excessive curves. I believe I heard at a recent meeting that even the railroad considers that eventually the roadbed must be moved. Let's stop the present project and do the job right with a new roadbed. A bonus to the railroad would be reducing the danger of having a bridge damaged by a heavy boat as happened in the recent tragic derailment in a southern state.

6

CT4-138

RECEIVED 12/10/93 4pm

Mr. Daniel L. Baker
163 Norwich-Westerly Road
North Stonington, CT 06359
December 2, 1993

Mr. Glenn Goulet, DTS-77
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

I have reviewed the Draft Environmental Impact Statement /Report concerning Amtrak's proposed electrification of the Northeast Corridor between New Haven, Connecticut and Boston, Massachusetts. I am submitting the following list of comments and suggestions regarding the DEIS for your consideration.

1 1.) Section 4.4.1.4, page 4-56, paragraph 3. The paragraph states the predicted noise levels calculated using the noise prediction model consistently under-predicted the measured levels of noise. The paragraph continues by excusing the error in the predicted levels as a under-estimation of the nighttime activity and other noise sources. It seems that there is large supply of data in existing electrified rail systems that could applied to estimating the future impact of electrifying the NEC. The model is nice to have, but actual noise levels from existing system would be a better estimation for future noise levels in the proposed NEC system.

2 2.) Section 4.4.5.3, page 4-77, paragraph 3. In this paragraph and in several other places in the document, the X2000 has been referenced as having noise levels 5 to 10 dB lower than existing diesel or electric locomotive-powered Amtrak trains. The DEIS should make an effort to describe the benefits of new technology in trains that will produce lower noise levels in the future. It may be of significant interest to insert a section that is dedicated to future noise predictions in the NEC which incorporate trends in railway technology. If possible, please forward any data on the X2000 noise characteristics compared to that of the current Amtrak electric and diesel locomotives.

3 3.) Section 4.5.1.1, page 4-95. This section deals with source noise control and this comment is not specific to just this section. The DEIS depicts the speed and frequency of events of the future system are the driving factors of increased noise along the NEC. Since these factors are so important, more detailed data should be provided for both cases. A chart of noise level verses speed and a chart of noise level verses event frequency for the different types of locomotives should be supplied in this section. These charts would be helpful in analyzing future system noise levels.

4 4.) Section 4.5.1.2, page 4-96, paragraph 6. The future system proposes 117,800 feet of noise abatement barriers to be constructed along the NEC. These barriers appear to be planned only for residential areas. I know that the rail system runs through or next to protected wetlands in Connecticut and this is probably true for both Rhode Island and Massachusetts. These areas are a vital part of the ecology and the increased traffic, speed, and noise levels will adversely effect these areas. Information on the degree to which these areas will be effected and if noise abatement barriers should be applied should be included in the DEIS.

5 5.) General comment. The noise levels for this system are based on current estimates and current technology. When the system is completed, there should be a system implemented that will monitor the noise and radiated EMF levels along the NEC. This type of sensor system will allow Amtrak officials to determine when a problem in areas of track, catenaries, fixed facilities and the locomotives occur. Thus

allowing these problems to be controlled and provide a data base on which innovations can be implemented to further reduce the impact to the environment.

Please address any questions or information regarding this letter to the above address. I can also be reached by telephone at (203) 440-4140 during the day or (203) 535-0581 evenings.

Sincerely,

Daniel L. Baker

cc:

Honorable Christopher J. Dodd, Senator State of Connecticut, United States Congress
Honorable Joseph Lieberman, Senator State of Connecticut, United States Congress
Honorable Samuel Gejdenson, Representative, State of Connecticut, United States Congress
Honorable Catherine W. Cook, Senator 18th District, State of Connecticut
Honorable Melodie Peters Senator 20th District, State of Connecticut
Honorable Robert Simmons, Representative 43rd District, State of Connecticut

CT4.139

23 Brook Street
Noank, CT 06340
January 20, 1994

Mr. Glenn Goulet, DTS-72
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RECEIVED 1/24/94 JOM

To whom it may concern:

A significant stretch of New England coastline is seriously threatened by the Northeast Corridor Electrification Project. If AMTRAK were to conduct a survey of all coastal residents as well as residents of adjacent communities along the said corridor, the results would be a resounding opposition. The permanent disfigurement of precious coastline, though dubiously presented as ecologically sound, would attract few proponents. (1)

The public was unaware of AMTRAK's two decade-long study which culminated in a voluminous tome. The work, which compares in size and weight to Webster's Collegiate Dictionary, was copied and distributed to scores of libraries for the public to review--in a matter of just a few months! In those twenty years, shoreline residents were diligently working, raising families, upholding school budgets, fighting for open space, drug-proofing and AIDS-proofing innocent children, eliminating drunk drivers... as AMTRAK's quiet, no doubt well-financed, engines, mapped out the demise of New England Coastline between New Haven and Boston. Twenty years of "research" compared to three months for public response seems somehow disproportionate.

This shoreline does not belong exclusively to local residents, but to all who seek the recreative qualities of the New England coast. Is saving ninety minutes of travel time worth destroying fragile ecosystems or even the possibility of health risks? (2) The issue of maritime traffic is yet another factor grossly neglected by th Environmental Impact Study. (3) The writer urges the Federal Railroad Administration, Volpe National Transportation System Center, Senators Dodd and Leiberman, and Representative Gejdenson to halt all further action on the Northeast Corridor Electrification Project until such time as more studies and heightened public awareness can take place. The goal is to arrive at a democratic solution which does not infringe on ecology, economy, health, or aesthetics.

Sincerely,

Melanie Greenhouse

CT4-140

95 Oneco Avenue
New London, CT 06320

January 19, 1994

Glenn Goulet
DTS 72
US. DOT
Bolpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-2002

RECEIVED 1/24/94 pm

Dear Mr. Goulet:

I would like to be on the record as being vehemently OPPOSED to the electrification of the Amtrack lines along the New York to Boston corridor.

1 1. There is evidence (that is being ignored) that this could have a negative health impact on large numbers of residents nearby. Just reading lately about the radation experiments conducted on people years ago when no one thought *that* was harmful is frightening. And Agent Orange, and so on and so on. Don't you guys ever learn? And here we go again- but not if I have anything to say about it!

2 2. I understand that under the current plan, New London is excluded from the list of stops for the high speed trains. If this god forsaken boondoggle should take place, folks in this area won't be able to access the high speed trains anyways. Trains which sadly would be very helpful to getting us to the medical specialists in New York and Boston, once we along the shore are riddled with unprecedented numbers of new cancers and who-knows-what-else health problems due to the effects of the electromagnetic fields.

3 3. Why not investigate the alternatives? I know there are alternatives to high speed electified trains, seems like all I have read indicates that these are very feasible options. Whose interests are being served by electrification? Whose idea was this anyway? Utilities that overbuilt their nuclear power plant capabilities and now have to sell more power to make the profits?

4 4. And what about those many people whose personal and dear property wil be adversely affected? I am not directly one of them, but the thought of what it must be like to be victimized this way makes me want to scream. The people along the shore in Connecticut have nothing to gain by this colossal project, and SO MUCH TO LOSE!

Just a couple of hundred years ago it took days to get from New York to Boston. When will we be satisfied? Doesn't the chase for the almighty profit dollar take enough out of us already? NO ELECTRIFICATION. Trains are great, I love them, a little faster sure, it would be better, but not at the expense of the people of Connecticut.
USE AN ALTERNATIVE METHOD! Sincerely yours,

Suzanne Cattanach
95 Oneco Avenue
New London, CT 06320

CT4-141

January 20, 1994

Mr. Glen Goulet
U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RECEIVED 1/24/94 pm

Dear Mr. Goulet:

I am responding to the draft Environmental Impact Statement/Report on the Electrification of Amtrak's Northeast Corridor. I would like to go on the record in opposition to this proposal on the following grounds:

1 • The DOT/FRA has failed to comply with the regulations promulgated under NEPA which requires a thorough study of the environmental impact arising from alternatives to the proposed improvement project.

2 • The DOT/FRA has failed to adequately assess the adverse economic impact on property values and economic activity in the areas adjacent and affected by the proposed improvement.

3 • The market studies employed to estimate the benefits from potential increase in utilization of the upgraded Amtrak services were grossly inadequate for the purpose of justifying the high cost of the project.

4 • The well documented adverse environmental impacts caused by the impoundment of numerous tidal marshes and coves which have resulted from prior so-called "improvements" of the Amtrak road bed will be perpetuated by the proposed improvements. No further modifications to the road bed should be undertaken until these environmental catastrophes have been addressed.

Sincerely yours,

Fred A. Conti
850 Noank Road
Box 341
West Mystic, CT 06388
(203) 536-4520

CC: Jay Becker
Mark Yachmetz - FRA
Congressman Samuel Gejdenson
Senator Christopher Dodd
Senator Joseph Lieberman

CT4-142

M. Bruce Reiber
11 Yankee Peddler Path
Madison, CT 06443

RECEIVED JAN 24 94 gm

January 21, 1994

Mr. Glenn Goulet, DTS - 72
US DOT/RSPA
Volpe National Transportation Systems Center
53 Broadway, Kendall Square
Cambridge, MA 02142

Comments on the Draft Environmental Impact Statement - NEC Improvement Project Electrification - Final Report - September, 1993.

o The small visual impact of the catenary supports and wires is shown in the altered photos in Section 4.11 of Volume I. However, Section 4.6.1 of Volume III states that the noise impact "can be mitigated by installing 22.3 miles of wayside noise barrier". This is a solid 8' fence that will have a major negative impact. These barriers should be included in the photos. Residents along the Right of Way shouldn't have to choose between aesthetics and excessive noise levels. We should be assured that noise will be controlled to current levels at the source -- in the design of the equipment. The technology to limit noise, even at higher speeds is available -- lighter wheel loadings, disc brakes, damped wheels, carefully designed blowers.

1 2

o The DEIS eliminates speed reductions as a noise mitigation technique because it conflicts with the high speed three-hour city to city goal. This needs to be quantified.

3

- Why is the three hour goal sacred? What's wrong with three hours and ten minutes?

- What's the relationship between noise level and trip times?

- What's the relationship between small changes in trip times and ridership?

o The DEIS disqualifies the non-electrification alternatives in part because they failed the travel time savings criteria. This conclusion is suspect and needs to be quantified.

4

- What are the trip times with diesel or turbine locomotives with third rail capability with the shift to electric power in the tunnel? This option eliminates the 10-20 minute engine change in New Haven. What's wrong with trip times a few minutes over three hours?

o The three hour goal is apparently based on the mystic belief that a three hour trip will produce a duplication of the New York to Washington ridership.

- A two to four year demonstration project, using diesel/turbine powered equipment, to show that trip time reductions of this order will really result in increases in ridership is called for. This equipment is usable elsewhere if the demonstration proves successful.

Bruce Reiber

M. BRUCE REIBER

CT4-143

19 January, 1994 CT-4-143

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to:

RECEIVED 1/21/94

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS:

Additional comments on the Draft Environmental Impact Statement (DEIS) for the proposed electrification of the Northeast Corridor. These comments should be included with my original comments forwarded on November 22 and December 2,1993

1 The most glaring deficiency in the DEIS is the total lack of an objective analysis of the viability of the transfer of passenger traffic from air to train. Page ES-1 states " Amtrak believes that by improving the intercity trip times to less than three hours, Amtrak will become the preferred intercity common carrier in the Boston to New York City market much as it is the preferred intercity common carrier between New York City and Washington ..." **BELIEFS are not good enough,** an objective analysis is mandatory since the claimed overriding benefit of the project is a reduction in air pollution, which is the only positive environmental impact of the project. The DEIS lists many neutral and potentially negative environmental impacts that are not quantified to the extent that the reduction of air pollutants are. The implication is that the positive benefit so outweighs the sum of the negatives, that the project is environmentally sound. I reiterate, **BELIEFS** and "**POTENTIAL DIVERSION OF TRAFFIC**" (page 1-1) just are not good enough reasons to impose the identified real and potential impacts of this project on the public. This "benefit" must be rigorously proven.

The rigorous analysis of the potential to replace high pollutant air travel with train travel by businessmen must consider several trends that did not exist in the early 1970's when the PEIS was originated. First, and most importantly, the restructuring of Corporate America that has been ongoing in the 1990's has eliminated many middle managers, the mainstay of business travel, and encouraged the use of teleconferencing. Both these trends will "dampen the recovery in business travel," says Michael J. Durham (Chief Financial Officer, American Airlines). If the airlines are concerned with a reduction in the passenger base, shouldn't the FRA also investigate this situation? In addition, the competitive situation vis-a vis the airline from New York to Boston has not been a static since 1970. The airline is now two competitors, both of whom provide incentives to their passengers such as frequent travel awards, high speed transport to downtown, etc., tactics that would probably be expanded in the face of serious competition from the railroad. It is going to take more than **BELIEFS** for high speed rail to seriously impact the air traffic. There must be a sound market survey in today's terms to identify the most likely scenario. Then, using those numbers (which are expected to be significantly less than the 3 million+ of the DEIS) the potential

pollution improvement should be recalculated. This will, in my opinion, show that the now marginal project is in fact a loser for the entire nation. The irretrievable damage to the environment and investment in electrification will be another Government perpetrated waste of the taxpayers money. The only way to minimize the damage and investment is to use alternate power locomotives rather than electrify the coast.

Pages 2-2&3 dismiss the alternative of gas turbine engine powered locomotives for the following reasons: "1) a large capital outlay for rolling stock, 2) construction of major new fuel depots between Boston and Washington, 3) major retraining of Amtrak maintenance personnel; and 4) significantly increased diesel fuel consumption. Accordingly, this alternative was not subject to detail analysis in the PEIS." The mid-70 analysis of the PEIS was incorrect then and remains incorrect. In particular; statement 1) is not a valid reason to dismiss the turbine since it is true for all build scenarios, the electric alternative is scheduled for a $450,000,000 investment for the initial trainsets. 2) construction of fuel depots would be significantly less expensive that the electrification. 3) the turbine train should be designed for swapping of the turbine as a unit. The removed turbine would be sent for maintenance to the manufacturers shop in CT. 4) The turbine train would consume less fuel oil than the power stations feeding the electric train

2 The gas turbine alternative was again dismissed in the DEIS on page 2-7. The rationale presented states that a locomotive similar to the RTL Turboliner would fail two screening criteria. The first criteria has to do with time savings. It is stated that the gas turbine performance characteristics are similar to diesel-electric units. This may be true for the 1970 technology of the RTL unit chosen for comparison, but if 1990's technology were examined, the answer would be that performance is at least equivalent to the electric option chosen. The RTL unit is like using a Boeing 707 to measure current commercial airplane performance

3 The DEIS discussion goes on to state that the gas turbine train would require a locomotive change in Penn Station. The inconsistency in the "grasping for straws" approach to find any reason to dismiss the gas turbine alternate is incredible. The writers of the DEIS want to have their cake and eat it too, i.e. I have to change engines in New York, but I also dismiss the gas turbine because I would have to build refueling depots from Boston to Washington (see item 2) above). You can't have both reasons!

4 The second criteria that the gas turbine purportedly fails is the environmental or financial cost. There is **no** discussion of why it fails. This is then a fallacious argument that further demonstrates the inadequacy of the DEIS

5 Socioeconomic Impact. The more frequent trains and the attendant restricted railroad bridge closings will negatively impact the access of the populace to the waters of Long Island Sound. Since the University of CT., Dept. of Resource Economics estimates that recreational boating contributes $1.89 billion to the CT. economy annually, even a 10% impact could result in a loss of $200 million annually. The railroad already has petitioned the Coast Guard to allow not opening bridges in Fairfield County, CT. during rush hours. Again, I reiterate that the DEIS does not address this significant issue at all!

Public Safety. The DEIS states that the faster trains will create more noise and vibration especially above 80MPH. This is due to the interaction of the train wheels and the rails. The DEIS also implies that unless aggressive maintenance of the wheels and tracks are performed, this condition will deteriorate with time. This leads to the conclusion that train induced vibration must be considered in the engineering evaluation of the current and future viability of the many rail bridges and causeways

19 January, 1994

(6) along the corridor. Low cycle fatigue failure of the old steel structures and abutments of the NEC will be exacerbated by the high speed trains. I have been told that even the Japanese dedicated high speed rail line has been rebuilt approximately each decade due to this problem. Again this issue is totally ignored in the DEIS. The cost of a safety survey and rebuilding, on even a ten year cycle, will be severe and will become astronomical when the impact on high speed traffic while the tracks and bridges are rebuilt is included. To gage this type of impact, just drive up I-95 to see the what happens when roadways are partially closed for repairs.

Buy America! The proposed electric drive technology for the high speed train is imported from Europe. Why do the Europeans and Japanese use electric high speed trains? Because it supports their indigenous technology base! Are there alternatives? Yes, the home grown turbine driven train set. Why do I say this? The US. is recognized as the worlds leader in gas turbine technology, just ask any airline. This same industry is suffering from the defense build down and the slow world economy reducing the demand for aircraft engines. Why not use our strengths to solve the high speed transit problem. A fast turbine driven train would be usable along the NEC now, (7) you don't need to "Electrify". This same train could be used on any rail of sufficient quality throughout the US. without the impact of building electric power distribution systems and the power stations to serve them. A $1.5-2.5 billion power station has a tremendous impact on the economics of high speed electric rail. I should also note that turbine trains are lighter than electric drive trains, thereby minimizing the vibration and low-cycle fatigue damage to rail lines.

(8) Service to the community. The DEIS states that high speed rail service will essentially preclude all freight operations along the corridor. This eliminates any planned use of freight rail service from consideration in the economic development of the entire seaboard north of New Haven. Isn't this contrary to long-term transportation solutions that the US DOT is evaluating?

Closing request.

(9) Additional information regarding planned train service apparently will be contained in the yet to be released FRA Master Plan for the NEC. Since this information may have significant affect on the resolution of public comments regarding the DEIS, I formally request that a revised DEIS be reissued for public comment after the FRA (or other agency) issues the Master plan for public review and before the FRA/USDOT takes final action on the PEIS. This reissue of the DEIS should include the public comments received and the proposed resolution of these comments. This additional opportunity for the public to review and comment on the Environmental Impact Statement is required since the magnitude of the existing public comments and the unanswered questions resulting from the review process cast doubt on the entire DEIS. The public is due a review of a complete documentation of the potential impacts of this project. The existing DEIS does not meet this criteria

Sincerely,

William M. Cannon

William M. Cannon
P.O. Box 123
West Mystic, CT. 06388

CT4-144

[illegible] 19, 1994
George Pilichowski
1 [illegible]wood Road
Branford, Conn. 06405

Glenn Goulet
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge, Ma. 021.2

RECEIVED 1/24/94 gm

(1) Sir:

Some 25 yaers ago we purchased land to build a house. We noticed railroad tracks about 30 yards from where the house was to be built. We asked about them and were told only 1 (one) train goes by a day.

Since about 20 trains go by a dayand is getting worse every year.

We tried to meet with or at least speak with an offical of the railroadbut were never allowed (by one or another secretary). To at least try for a property tax break.

One cannot speak nor even hear one self think when a train goes by because of the noise, the trembling and all out annoyance.

We do not want to stand in the way of progress, but this is becoming redundant.

Sincer ly,
George Pilichowski

George Pilichowski

P.S.

This letter is in regard to the artical "Public- Comment on railroad project" in The Branford Review, January 15, 1994

CT4-145

RECEIVED 1/24/94

David C. Warner
20 Starr Street
New London, CT 06320
Phone/Fax: (203)-444-2755
CompuServe® 70672,3151

18 January 1994

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

1 **I would like to express my support for the electrification of Amtrak's Shore Line between New Haven and Boston.** The Draft Environmental Impact Statement/Report did a reasonable job of identifying the potential negative aspects of the project. I'm sure the many local opponents, who largely have "NIMBY-type" arguments, have told you about the terrible harm the project will cause to southeastern Connecticut. I believe "it just ain't" so, and that the electrification is really the best, most cost-effective and environmentally sound means of improving the transportation infrastructure in our region.

I have enclosed a copy of a letter that I sent to Representative Sam Gejdenson. The letter responds to a letter he sent you in December regarding the project. In it I mention a number of the issues related to the DEIS/R.

I am confident that the Final Environmental Impact Statement/Report will adequately present the good and bad aspects of the project in an unbiased manner. I trust it will state that completing the electrification of the Shore Line is the best alternative for the future. I'm looking forward to riding electrically powered trains to Boston in 1997.

Sincerely,

David C. Warner

CT4-146

David C. Warner
20 Starr Street
New London, CT 06320
Phone/Fax: (203)-444-2755
CompuServe® 70672,3151

18 January 1994

The Honorable Sam Gejdenson, U.S. Representative
2416 Rayburn Building
Washington, DC 20515-0702

Dear Representative Gejdenson:

1 I was angered by the letter you sent The Honorable Jolene Molitoris on December 2, 1993, regarding your views on the electrification project. I find it hard to believe that someone who has supported Amtrak all these years could pen such an anti-rail letter. After reading your letter, I truly got the impression that you desire that no improvements be made to Amtrak's Shore Line. How can you endorse, in effect, a policy of "don't make rail transportation improvements in my district?"

I talked to Naomi Otterness about your letter today, and she said the purpose of the letter was to merely forward the concerns of your constituents to the FRA. The opponents of the project have proven they are quite capable of telling the FRA how they feel about this project. They don't need you to mouth their words for them. Even after talking to Naomi Otterness, I still can't help but wonder if the bulk of the letter was not actually penned by members of the local "Citizens Against Amtrak Electrification" group.

As our region's transportation system approaches gridlock, taking advantage of the under-utilized capacity of the Shore Line offers the best opportunity for a cost-efficient, environmentally-sound solution. When completed, the Boston to Washington rail corridor will be the premier rail line in the United States. The benefits that the improved transportation opportunities will bring could help mitigate the economic distress we still face as Electric Boat Shipyard lays off thousands of workers in the coming years. If we are to attract new businesses to the region, we must have the fast, convenient transportation an improved Shore Line will provide.

Your wish to explore an alternative, inland route to the Shore Line indicates a lack of understanding of the history of railroad development in our state. The so-called "Air Line" was anything but. It was, at best, a largely single track route that had its share of curves plus more severe grades than those encountered on the Shore Line. Much of the right of way no longer exists. The quality of the right of way that still exists can be seen in the section of line from New Haven to Portland, including the single-track bridge over the Connecticut River between Middletown and Portland. The environmental impacts of restoring service on this

route, let alone the cost of land acquisition, are mind boggling.

You need look no further than the Old Colony lines south of Boston to see the problems being encountered with restoring rail service on routes abandoned only 30 years ago. Here the rights of way were still mostly intact. The trains won't be "high speed," and the routes will initially be primarily single-track. It doesn't take much imagination to realize the opposition and costs involved with moving Amtrak's main line "inland." And, Conrail has already gone on record as saying they will not accommodate high-speed passenger trains on their line through Massachusetts. Thus, that option will require effectively the purchase of 98 miles of new right of way adjacent to the present Conrail mainline. That route also has some severe hills and curves such as Charlton Hill. Suitable for high-speed rail? Not really. Certainly not any better suited for it than the Shore Line.

I'd like to discuss a few of the other issues you raised in the letter. You claim the "noise from trains, increased vibrations, and the unnecessary use of train whistles will adversely impact hundreds of residences." Certainly more trains will cause more vibrations. No argument there, but remember that as recently as 1963 there were about 30 passenger trains/day on this route, plus many more freights. The electric trains will be quieter than the present diesels, that should please the residents of the area.

Unnecessary use of train whistles? The train whistles are sounded as legally required at the grade crossings. The FRA is proposing the elimination of most of the grade crossing in Southeastern Connecticut. But, the same residents who are complaining to you about the whistles are also saying "don't close the grade crossings, you'll hurt the view from my house." They can't have it both ways, and it is too bad you don't seem to understand that. It appears that some grade crossings will remain, and whistles will continue. That's a legal fact of life, and safety.

You talk about the impact on river traffic due to less time available for the bridges on the Thames and Mystic Rivers to be opened for boat traffic. You state the increased train traffic will result in an average of three trains per hour. Assuming that there is no overlap in schedules, and using a minimum "closed time" requirement/train of 10 minutes (a reasonable number based on my observations at Shaw's Cove and Thames River bridges last summer), this still leaves 30 minutes for river traffic. Half the time the bridge can be open for river traffic. I fail to see the problem, or negative economic impact. This may be less time than presently available, but in no way results in a strangle hold on river traffic. I believe the Main Street Bridge in Mystic opens only 10 minutes/hour during the summer.

Amtrak's current level of passenger service will increase under the electrification project. Some of the "Express" trains will stop in New London, just as they do today. All the "Local"

trains, which all stop in New London today, will continue to do so. It is reasonable to expect a few additional trains to stop in Mystic and Westerly to support the Seaport, casino and other area attractions.

I would encourage you to tell the opponents of the project that they should work with Amtrak for additional stops. All their energy is presently spent telling anyone who will listen that "Amtrak service is going to decrease." This just isn't so, as anyone who has carefully read the Draft Environmental Impact Statement will realize.

You may be aware that Amtrak installed high-speed crossovers in Guilford this past summer, and will install a similar crossover in Old Saybrook in the spring. These locations were chosen to provide maximum flexibility in operating both Amtrak intercity and the Amtrak-contracted Shore Line East commuter rail. Amtrak's computer simulations of the future Northeast Corridor operations have taken into account the needs of the Shore Line East. West of New Haven, Amtrak, Metro-North Commuter Railroad and the State of Connecticut have been cooperating on a number of improvements that will enhance the service provided by both companies.

Amtrak's electrification project will not result in a further decrease in the level of freight service provided by either the P&W or Conrail. It may limit the hours during which freight trains may travel along the Shore Line. At a minimum, current clearances will be maintained upon completion of the electrification project. Amtrak is actively working with the state of Rhode Island to improve the capability expanded freight service along the Shore Line between Central Falls and Quonset Point/Davisville.

A plan is being studied to install a number of sidings along the Shore Line in Connecticut that will enhance the P&W's ability to continue its current pattern of rail service. But, even if some additional night operation is required, so be it. That is a small price to pay to ensure the economic viability of the region's freight train service. I disagree with you when you say "night service for noisy freight trains is not a feasible option." You obviously don't live within earshot of the constant drone of traffic on I-95. I live 3/4-mile from I-95 in New London, and always hear the traffic. I live 1/8-mile from the Shore Line, and most trains pass by without me hearing them.

You bring up the issue of using a portion of the Esker Beach parking lot for a paralleling station. Why is this so bad? On one hand Amtrak is told not to take any wetlands. When they find a location that doesn't take any wetland, residents scream that "we can't lose any parking spaces." Perhaps other, non-wetland-endangering locations exist for the facility; I suspect people located near the other locations would scream "Not in my backyard." I question that the Esker Beach parking lot is so often filled capacity that the loss of a few parking spots

would be, to use your word, "untenable." This issue is another example of the inflexibility of the town of Groton to work with Amtrak on the project design. Amtrak has already done a significant redesign of the electrification system to reduce the number of line-side electrical facilities.

With respect to using a turbine-powered train, there are many reasons such a solution is not feasible. First, it must be noted that there is no turbine-powered train operating today that could provide reliable three hour service. The United Aircraft TurboTrain that was operated between Boston and New York City in the late 1960s/early 1970s required over 3-1/2 hours to make the journey, and it had a limited passenger capacity. Turbine-powered trains are very noisy, something the residents along the Shore Line do not want. Using a turbine-powered train along this portion of the Boston to Washington rail corridor would require a change of engines in New York City. The trackage at Penn Station cannot accommodate the additional engine moves this would require. Additionally, turbine-powered trains are not permitted to operate into Penn Station except in emergencies, so an alternate power system, such as electric power from a third rail, would have to be used on the trains. The additional weight required by this equipment would further limit the size and capability of the turbine engine.

In summary, you certainly have an obligation to recognize the concerns of your constituents. However, to seemingly so openly embrace all their worries, many of which are little more than "Not In My Backyard" whining, is disappointing. If you do, in fact support this project as Naomi Otterness claims, I would ask you to put that support in writing. Based on your years of leadership experience in our region, you are in a unique position to recognize how important the electrification project is to the future economic health of not just southeastern Connecticut, but the entire southern New England region.

Sincerely,

David C. Warner

cc: Mr. Glen Goulet

CT4·147

RECEIVED 1/24/94

96 Boston Post Rd.
Madison, Ct. 06443
January 20, 1994

Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway
Kendall Square
Cambridge, Mass. 02142

Re: Connecticut Shoreline Electrification Project

Dear Mr. Goulet:

These comments are relative to the proposed running of electric trains from New Haven, Ct. east along the shoreline. We are property owners of property adjacent to the shoreline railroad tracks. We have great concerns about the proposed project.

Currently, we have a beautiful view of the East River salt marshes out to Long Island sound from our property. This certainly adds to the value of our property. We strongly believe
(1) the electrification project will negatively impact our property value. Will you guarantee this will not happen?

(2) If the noise and vibration were to increase from current levels, it would be totally unacceptable. On occasion our house currently shakes from trains going by, and our house is not even
(3) close to the tracks.

Another concern is EMF emissions. There is a great deal of
(4) disagreement over whether or to what extend EMFs cause cancer. However, none of us want to put ourselves and our children at any increased risk.

(5) We do not believe that high speed trains will substantially reduce the number of cars on Interstate 95. We know many people from New York who summer/weekend in Madison and the Cape. There is no way these people will leave their cars in the city and put their families on the train. We really have to question the benefits to be derived from this project versus the negative impact to ourselves and our property.

(6) Lastly, we would like to know why you are not pursuing a proposal to use turbine powered trains. I work for a local Connecticut company, Textron Lycoming, that manufactures turbine engines. We are now deploying our engines on trains. Why are you not looking in our own backyard for more palatable solutions?

We are strongly against this project. We would like our concerns and questions addressed.

Mr. & Mrs. Rimbaugh

CT4-148

RECEIVED 1/24/94

296 Noank Road
Mystic, CT 06355 - 2450
Telephone: 1-203-536-7742

January 18, 1994

Mr. Glenn Goulet, DTS-72
USDOT.RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Ref: Draft Environmental Impact Statement/Report: Northeast Corridor Improvement Project Electrification - New Haven, CT to Boston, MA

Dear Mr. Goulet:

I offer the following comments on the referenced report:

The report should be rejected because of, or amended to correct, the following deficiencies. The report fails to:

1 a. address the impact of construction of seven third rail sidings, each one to two miles long. In the New London Day, January 9, 1994, Mr. David J. Carol, Amtrak Project Director, announced an addition to the project that would accommodate freight carriers. This twenty million dollar addition does not seem to be addressed in the report.

2 b. adequately address the visual impact caused by installation of electrical towers and cables. The report considers only 34 properties that would be significantly impacted by visual pollution. In fact, and I must say I am an expert in this category, there are at least 34 properties in Groton, CT. alone that would be severely impacted by visual obstruction of these towers. These towers will not be in addition to existing utility poles as the report suggests. In many cases (as in Mystic, CT.) they will obstruct a currently unobstructed view. This failure has a strong negative impact on the general public, a public that has highlighted this problem for AMTRAK at many public meetings, but which AMTRAK had refused to acknowledge.

3 c. adequately acknowledge continued diesel electric operation on the right-of-way even after electrification. AMTRAK will continue to operate diesel equipment, including switch engines, auxiliary equipment (repair, track laying, etc.), and other extras. In addition, other railroads such as Providence and Worcester, will continue freight service and some special passenger service using diesel electric equipment. Failure to convert all of this equipment to electric will add significant pollutants to the air unnecessarily, and lessens the advantage of conversion as claimed in the report. The report should address the impact of these operation.

4 d. consider current technologies when evaluating alternatives. For example, twenty years ago AMTRAK could have install CCTV monitors in their locomotives that would give engineers a view of grade crossings several miles in advance. Instead they rely on whistle signals and crossing gates that are archaic by today's standards. A recent collision in Florida would have be easily avoided if AMTRAK used readily available technology. Likewise, they have failed to acknowledge current technology in evaluating a third rail system. in considering alternatives to elimination of publicly utilized grade crossings, and in evaluating the possibility of emission control equipment on diesel engines. They limited their alternatives to tried and proven systems without regard to developing new alternatives through ongoing research and development.

5 e. fairly consider the loss of jobs in the United States caused by the planned purchase foreign-made rolling stock and other equipment.

6 f. admit to numerous operating delays not caused by the type of locomotion and therefore will continue to exist and negate some of the advantages claimed by high speed trains.

7 g. consider the pollution caused the use of automobiles used by commuters. High speed train operation will hinder the development of a meaningful commuter train system along the Connecticut corridor, and therefore the automobile pollution will continue or increase because commuters will denied the use of rail transportation. In other words, while the electrification promises to remove some automobile traffic, a commuter system in lieu of a high speed express train, would get more cars off the highways. The high speed express system, by its nature, will prohibit development of a commuter system.

8 h. address how high speed operation will transfer riders from private transportation to mass transportation. As currently envisioned AMTRAK's main goal to become more competitive with the airlines, which in essence means spending tax dollars to switch riders from one mass transportation system to another. The goal and objective of almost every community and state government transportation program in this country is to promote mass transportation at the expense of costly individual or private transportation. This report seems to place the Federal Government at odds with the American people.

9 i. provide adequate research in the claimed reduction of congestion on the highways in Southeastern Connecticut. The numbers seem to be estimates that are not based on actual surveys. The report assumes that time is the only consideration when the public selects a mode of transportation. Many people I informally spoke to said time was not the overriding factor in their selection. The numbers need to be better substantiated.

Thank you.

Sincerely,

Jerry L. Foote

CT4-149

RECEIVED 1/21/93

12 Latham St.
Mystic, Conn.

Jan. 20, 1993

Dear Mr. Goulet,

The writer of the enclosed letter makes certain arguments, with which I agree, better than I can.

In addition, it might be pointed out that air quality in this area is worst in the warmer months when the prevailing wind is South West, bringing whatever New Jersey has to offer in addition to what local industries

1 provide. It is hard to see what improvement in air quality will be brought about by changes in the time from Boston to New York, especially in consideration of the fact that any tourists who find a train that will stop at any of the local tourist towns will have to taxi to a car rental agency and proceed from there by car.

Locally, it is unlikely that anyone will pile the kids in the car and drive to the railroad station in order to visit New York or Boston. Prohibitive.

The plan in its entirety sounds like a bad dream, and an expensive one.

2 Tunnels and aerial bridges to convey auto traffic over shoreline neighborhoods , environmentally protected land, and estuaries already damaged; underwater cables. It is astonishing that the DEP has given approval.

And the people in charge of railroad work are hampered by rules laid down years ago. For example, when the viaduct in Stonington was under repair, the flagmen directing vehicular traffic had to be railroad employees on overtime. That's the only example that came to light; but any railroad project is likely to cost more than projected. The fact that all will be paid for by "The Government" means all of us, except that the businessmen who stand to benefit most will no doubt be able to deduct. (And it has been reported that many people now prefer to take the night train, arriving in WAshington ready for the day's appointments.)

3 As to possible danger from EMF's: studies have, as usual, proved both sides.

4 The poles and wires themselves are a visual affront.

Thank you for reading this letter and all the other letters.

Sincerely yours,
Eleanor M. Burdick

CT4-150

Oakridge Forest Corporation • P.O. Box 24 • South Lyme, CT 06376

A Homeowner Association

RECEIVED 1/27/93 9PM

January 19. 1994

Re: NECIP
Chapmans Crossing

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

In response to the Federal Railroad Administrations NECIP for Amtrak, I would like to forward the following remarks and a few suggestions:

(1) First of all the environment impact statement failed to touch on the subject of the history of this rail line and the environmental impact it has had to date. We had asked this specifically during the initial public meetings. If one reviewed the railroad's history, they would have discovered that in most areas where it crossed beaches and tidal wetlands, the rail lines were laid on a system of trestles and piers made from timers and pilings. Then in haste or in just planning disregard to good environmental engineering practices, the railroad line began filling in these trestles with giant shot rock boulders. This in turn created a system of dikes and tidal flow restrictions, examples of which are the Four Mile River in Old Lyme, Giants Neck area and the Niantic River outlet to name a few.

(2) Second concerning Chapmans Crossing. The EIS took a weak position on the building of a small pedestrian tunnel. The excuse they used was that it would be vulnerable to storms and tidal surges. This is unfounded and with little engineering could be overcome easily. We would be very willing to expand on this at a later date.

In summary, this draft statement shows no corrections of past damage and tends to support closing of crossings and access to beaches and other properties on the shoreline. This, by the way, is in violation of both federal and state coastal management regulations.

Aside from the moving of the railroad to a northerly more direct route, we are not totally opposed to improved mass transit service if it does not cause undo impact on those of us it neighbors.

Regards,

David Mazzalupo
President OFC

CT4-151

RECEIVED 1/25/94

AFTER DUE DATE

314 Seaspray Rd,
PO Box 532
Old Lyme, Ct., 06371

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

(1) Dear Mr. Glenn,

(2) It is my belief that the AMTRAK $900 million electrification project as presently proposed through Old Lyme, Ct., will create noise, vibration, plus potential electrical health hazards to the area that my home is built on -- 314 Seaspray Rd., located within about 50 (3) feet of the present railroad tracks.

(4) Federal or state officials would be guilty of an abuse of discreationery power if they were to approve the AMTRAK project through Old Lyme, Ct. It is my further belief that the proposed AMTRAK proposal will destroy the established character and environment of the village of Old Lyme.

(5) I would expect that the number of daily trains will double or triple and that an additional third rail track my be required to carry freight due to increased passenger train schedules. This will impact the estimated benefits of reduced air pollution.

In closing please be advised, that if this proposal is approved, and my property suffers any damages, I shall exercise my rights as appropriate. I am opposed to this AMTRAK project.

Maureen A. Welch

CT4-152

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED ~~1/25/94~~
AFTER DUE DATE

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

1/20/94

(1)

COMMENTS: I think the D.E.I.S was for the most part well done, perhaps trying to detail too much of every nuance of the project's effects. On balance it appears the electrification will have minimal impact, and I do hope the project moves ahead on schedule. I look forward to better train travel on our shoreline route.

Thank you.

Stuart G. Cole
Stuart G. Cole
P.O. Box 348
Stonington, CT. 06378

CT4-153

North Main Street
Stonington, CT 06378
February 4, 1994

Mr. Glenn Goulet, DTS 72
Us DOT/RSPA
Volpe National Transport. Syst. Ctr.
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Glenn Goulet:

I am a resident of Stonington, CT, and would like to express my concerns about the Amtrak electrification project. Since I live not 500 feet from the present day tracks, this project will affect me greatly.

My two main concerns about the Amtrak electrification are the impact it will have on scenic Connecticut and the danger of the high voltage wires. Many of the miles of rail that run through Connecticut today happened to be located next to public beaches, populated villages and scenic areas. My hometown, the town of Stonington, is known for its small, quaint shops, quiet streets and fishing docks. If a high speed train were put through going 150 mph and making an excessive amount of noise, the town known for its idyllic charm would soon have a new title. Who wants to come to a scenic town to have the horizon destroyed by high voltage wires and more poles to hold them up? My second concern deals with the 60 megahertz of energy that will have to accompany the high speed train. I belong to a country club that is located right next to the tracks. Here we swim, sail and are constantly in the water during the summer months. If by chance one of the wires breaks and falls into the water, everything within a mile's radius will be instantly electrocuted. Summers for Stonington resident will be ruined.

(1)

(2)

Although I am just one voice speaking out about these problems, I know that many people share my beliefs. Please take them into consideration while you are weighing out the options.

Sincerely,

Jane Simmons

Jane Simmons

CT4-154

JANUARY 29, 1994

MR. GLENN GOULET
USDOT/RSPA

DEAR MR. GOULET:

THANK YOU FOR YOUR RESPONSE TO MY CONCERNS REGARDING HOW THE NORTHEAST CORRIDOR ELECTRIFICATION PROJECT WILL AFFECT MY HOUSE AT 861 LEETES ISLAND ROAD IN GUILFORD. AS I STATED TO THE PRESENTORS AT THE PUBLIC MEETING IN MADISON, I AM CONCERNED ABOUT THE POTENTIAL EMF HEALTH DANGER AND ALSO ON THE ADVERSE IMPACT ON THE HOUSE'S MARKET VALUE SINCE THE TRACKS ARE SO CLOSE. 1

THE CATENARY SYSTEM OF HIGH TENSION/HIGH PROFILE WIRES WILL BE APPROXIMATELY 75' FROM THE HOUSE. THIS SEEMS TO BE AS SERIOUS AN EFFECT ON A VISUAL RECEPTOR AS A LOCATION WHICH VIEWS THE WATER. RIGHT NOW I VIEW WOODS AND REMNANTS OF OLD QUARRY OPERATIONS AND DON'T LOOK FORWARD TO VIEWING HIGH TENSION WIRES. WHAT PLANS HAVE BEEN MADE TO CONSIDER THIS TYPE OF LOCATION AS A AFFECTED VISUAL RECEPTOR? 2

ALSO, WILL THE LEVEL ADJACENT LAND BE USED AS A CONSTRUCTION STAGING AREA WITH ALL OF THE ASSOCIATED NOISE AND NIGHTIME LIGHTING? 3

THANK YOU
Michael D Prior
MICHAEL D. PRIOR
2479 LONG HILL RD.
GUILFORD, CONN. 06437

CT4-155

Jessica Morrissey Breen
105 Elm Street
Stonington, CT 06378

93 NOV 30 PM 12:10

President William Clinton
The White House
Washington D.C. 20500

November 27,1993

Dear President Clinton,

Congratulations on the BRADY BILL! It took only 20 "odd" years to get passed. A new light has been turned on! I thank you for your insight, American perserverance and astute leadership to ALTER the political machine to act in a more rational manner.

You have courageously accepted a job which has numerous "decades-old" problems. I am personally focused on the impending AMTRAK Electrification project of the Southeast railroad corridor in Connecticut. I have joined the group, CITIZENS AGAINST THE AMTRAK ELECTRIFICATION in Stonington, Connecticut, and have been actively trying to "illuminate" people regarding this issue and the many viable alternatives. Our group has contacted the local and state political powers of the dangers (please see the attached list of concerns) and have encountered a "done deal" philosophy. This attitude is very disheartening but adds fuel to our quest to get the "real" word out. At the time of this writing, only U.S. Representative Sam Gejdenson, has responded with a cooperative ear to investigate the legitimacy of our concerns.

I am a single Mother of three beautiful children who live within 50' of the railroad tracks. My children, ranging in ages from 5 years to 10 years old, have been publicly recorded as being in opposition to this project (FRA and U.S.DOT Public Meeting, Richard Martin Auditorium, New London, CT., Nov.18,1993). It was an emotional/visual statement to have these young children address the Federal panel and bravely voice their concerns. They wore their EMF (Electromagnetic Field) protective head gear (bike helmets with opposition stickers) and their CITIZENS AGAINST AMTRAK ELECTRIFICATION T-shirts. Jessica, age 10, was the leader and gave a well-projected speech, highlighting the negative impact that a HIGH-SPEED train would have on her home (vibrations from the 125 mph speed, high level EMF,Electomagnetic Field, the harmful impact it would have on endangered animals, and the dangers of having twice as many trains running on the Curvy Coast tracks). Chris, age 8, held up a DEP phamplet and noted which animals would be affected. He was our Naturalist and told the panel which animals he has personally seen in our backyard (the tracks!) and what their DEP classification was. Bridget, age 5, spoke very softly about the "BAD NOISE"

that high-speed trains would make and that we need to protect the animals, who are our friends. At the end of Jessica's speech, she said, "I know I am only a child, but I do hope that you will remember what I have said tonight...because now it is personal, Thank you!"

My encouragement to my children can be summed up as,

"Yes, Jessica, there is a Santa Claus! They will hear you and remember your courageous effort to warn people of the dangers and irrational plans of a high-speed railroad on the Curvy Coast Of Connecticut! Please, don't give up. You have to have faith that the POWERS will reevaluate the negative economic impact, illogical design, health hazards, and non-use of AMERICAN made gas-turbine engines (Pratt & Whitney) in their proposal."

President Clinton, please take an active role in transforming the FRA and U.S.DOT's current role as "court jester" to that of as a leader in AMERICA's far-sighted and well-designed engineers of futuristic mass transport!

As the Father of this Country, we look up to you to make hard decisions and have faith that you will hear the children when they speak!

I still beleive in Santa Claus, do you?

Respectfully yours,

Jessica Morrissey Breen

Jessica Morrissey Breen

cc:
Jason C. Becker, Citizens Against AMTRAK Electrification
State Senator Cathy Cook *
U.S.Senator Christopher J.Dodd
U.S.Representative Sam Gejdenson
U.S.Senator Joseph I. Lieberman
Congresswoman Barbara Bailey Kennelly
State Representative Robert Simmons *
Governor Lowell P. Weicker,Jr.
FRA, Mr. Peter Montague
DOT, Mr. Frederico Pena

* Politicians who oppose the AMTRAK Electrification Project

AMTRAK ELECTRIFICATION PROJECT

CONCERNS VS. ALTERNATIVES

CONCERNS:

1 • UNSUITABILITY OF A CURVY COASTLINE FOR HIGH SPEED TRAINS: Lots of crossings and high-speed trains are not compatible or sensible.

2 • INCREASED DANGER: Old bridges along the coastline pose some risk as do the combination of high-speed trains and lots of curves in the tracks. Disruption of waterways' personal boating traffic and that of commercial barges will be guaranteed. HARTFORD will react when its oil barges are "hung up" due to conflicts. The Coast Guard, Pfizers and the Navy won't be happy either!

3 • DECLINE IN PROPERTY VALUES: Stringing high voltage lines up and down the coastline will devalue personal property and negatively impact commercial businesses who "sell" and depend upon the scenic shoreline for their livelyhood. Compounding this travesty would be the added noise,vibrations, and EMF health dangers.

4 • COMPETITION BETWEEN COMMUTER AND FREIGHT TRAFFIC: It has been discovered that there is a conflict between available rail and time! Someone will be kicked off.

5 • ADVERSE HEALTH EFFECTS: Between the substations with over 100,000 volts and the new electric overhead lines of some 25,000 volts, there may be an increased risk of cancer due to the electromagnetic radiation (EMR).

6 • ENVIRONMENTAL DAMAGE/NOISE POLLUTION: Doubling the number of trains with the added noise and piercing whistles will drive off the egrets, blue herons and other treasures of Southeastern Connecticut.

ALTERNATIVES:

1. USE THE AMERICAN-MADE, GAS -TURBINE OR NEWER DIESEL ENGINES VERSUS FOREIGN MADE ELECTRIC TRAINS. ENGLAND AUSTRALIA AND CANADA HAVE BEEN SUCCESSFUL WITH THESE ENGINES.

2. USE ONE OF THE SEVERAL ALTERNATIVE ROUTES: HARTFORD/ SPRINGFIELD; OLD AIRLINE ROUTE; OR THE RECENTLY STUDIED ROUTE BY AMTRAK, E.GREENWICH-OLD SAYBROOK.

CT4·156

RECEIVED

Dec 3, 1993

Dear Mr. Goulet,

I live in West Hartford. I do not want the Amtrak Electrification Project down on our shoreline. I want it to go thru Hartford so that we make out on the deal.

(1)

(2) Also I desire an extention of 90 days for the Public Comment Period with regards to that reducedw Draft Environmental Impact Statement.

Thank You,

Thomas Tyler
14 Parkview Terrace
West Hartford Conn.

CT4·157

STEPHEN B. SPEAR
17 Hefflon Farm Road
Old Lyme, CT 06371-2623
December 26, 1993

RECEIVED

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. System
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Sir:

(1) I am writing in opposition to the Northeast Corridor Electrification Project DEIS/R (EOEA Number 9134).

The benefits of this project are far outweighed by the disadvantages. A ninety minute reduction in travel time from Boston to New York will not attract new customers away from air travel. Those that enjoy taking the train will continue to do so. Those that are accustomed to flying will continue to fly.

More and faster trains on the track that I live near will significantly disrupt the quality of life and environment for those of us that live here. I would be willing to make such a sacriface for a significant return. Saving ninety minutes isn't significant enough.

Sincerely,

Stephen B. Spear / Rochelle L. Spear

Stephen B. Spear/Rochelle L. Spear

CT4-158

26 Oakwood Avenue
Pawcatuck, CT 06379
November 30, 1993

The Federal Railroad Administration
Department of Transportation
c/o Volpe National Transportation Systems Center
Kendall Square
Cambridge, MA 02142-1093

RECEIVED

Attention: Mr. Glenn Goulet, DTS-72

Reference: Draft Report No. DTFR53-93-0002 dated April 1993, entitled "Draft Plan for Elimination of Highway At-grade Crossings"

Gentlemen:

There are several instances of misleading information contained in the above referenced report regarding elimination of the Palmer Street crossing in Pawcatuck, as follows:

1. Page C-145. Future Land Use. The report states that a large area along the river is designated for attached homes (townhouses). A review of the Zoning Map of Pawcatuck - South shows that most (at least 80%) of the residential area along the Pawcatuck River to the south of the recommended underpass at Moss Street and Burdick Lane is zoned RA-15, RA-20, RR-80, and RC-120, all of which do not permit attached homes (townhouse) development. This mapping is consistent with Stonington's Zoning Regulations and the Plan of Development (see page 24, item f.). Future land use cannot be a reason to justify the cost and adverse impact of the "tunnel alternative."

2. Page C-146. Historic Structures. The report states there are no structures of importance in the immediate vicinity of the existing rail crossing or the proposed new underpass crossing. On the contrary, your attention is called to the Mechanic Street Historic District of the Town of Stonington which was accepted for inclusion in the National Register of Historic Places on 7 June 1988. This designation includes homes at 7 to 51 Palmer Street, 1 to 61 Prospect Street, and 3 to 40 Lester Avenue, all in the immediate vicinity of the existing Palmer Street crossing. Also included in the Historic District are 3 to 71 Moss Street, and the location of the recommended underpass at Moss Street and Burdick Lane would greatly affect homes at 66 to 71 Moss Street. This Historic District is important to the residents of Pawcatuck and its existence can be confirmed by the Connecticut Historical Commission, 59 South Prospect Street, Hartford, CT, 06106, John W. Shannahan, State Historic Preservation Officer. A claim of no historic structures cannot be a reason to justify the cost and adverse impact of the "tunnel alternative."

3. Figure 12-1. Palmer Street - Existing Land Use. This map shows William Street ending as a cul-de-sac in adjacent open and vacant land. An on-site inspection will show that the pavement of William Street ends at the point of the last two homes on William Street and does not enter into the vacant land as indicated. Without land acquisition, the street cannot be extended. The misleading cul-de-sac cannot be used as a reason to justify the cost and adverse impact of the "tunnel alternative."

It is also important to note the comments by Arthur J. Rocque, Jr., Assistant Commissioner of the State of Connecticut, Department of Environmental Protection in his letter dated July 16, 1993 to Mark Yachmetz of the Federal Railroad Administration with regard to the Palmer Street crossing. He states on page 7 in paragraph two: "However, a FEMA designated A8-Zone (elevation 11 NGVD) exists at the intersection of Burdick Lane, Prospect Street, and Mechanic Street. According to the plan profile, the proposed grade line of the underpass will be located approximately 20 feet below the AMTRAK line, the current elevation of which is unknown. Therefore, additional information is necessary in order to determine the potential for flooding of the underpass."

This report lacks a complete analysis of the alternatives considered for Palmer Street, especially new crossing signal technology, including the European four quadrant gating system, which would allow the Palmer Street crossing to remain and the proposed underground tunnel to be scraped.

This proposal will cause unnecessary disruption to the lives and welfare of residents of this Pawcatuck community. Considering that the total cost of the proposed "Tunnel Alternative" is reported to be $7,830,000, with the cost to Connecticut to be $6,264,000, there is no commensurate benefit to the residents of Stonington and the taxpayers of Connecticut.

I oppose any plan to eliminate the Palmer Street crossing and to replace it with an expensive and obtrusive tunnel, and the band-aid electrification proposal as a whole.

Sincerely,

Dora Hill

Dora Hill

c: The Honorable Sam Gejdenson, Member of Congress
CT State Representative Robert R. Simmons
CT State Senator Catherine W. Cook
David Burdge, First Selectman, Town of Stonington
William Brown, Selectman, Town of Stonington
John O'Connell, Selectman, Town of Stonington
Blanche Higgins, Town Planner, Stonington
Robert Granato, Chair, Planning and Zoning Commission, Stonington

Original given to Peter Montague of the FRA at meeting held in Stonington, CT., this date.

RI 1-1

State of Rhode Island and Providence Plantations

SENATOR
DENNIS L. ALGIERE
10 Pension Avenue
Westerly, Rhode Island 02891

Room 21, State House
Providence, Rhode Island 02903

Res 401-596-2215
Bus 401 277-2708
Fax 401 277 1206

Senate Chamber

Committee on Judiciary

Committee on Special Legislation

Joint Committee on Highway Safety

RECEIVED

November 1, 1993

1

Mr. Glenn Goulet, DTS-72
USDOT/RSFA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

Thank you for the copy of the Draft Environmental Impact Statement/Report for the proposed electrification of the Northeast corridor. I would like to receive further detailed reports if at all possible.

Thank you.

Best personal regards,

Dennis L. Algiere
SENATOR, DISTRICT 26

DLA:clr

RI 1-2

STATE OF RHODE ISLAND & PROVIDENCE PLANTATIONS
HOUSE OF REPRESENTATIVES
OFFICE OF THE MAJORITY WHIP
ROOM 303 STATE HOUSE
PROVIDENCE
02903

SUZANNE M. HENSELER
MAJORITY WHIP
401-277-6595

RECEIVED

November 18, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

Thank you for the opportunity to give comment to the Draft Environmental Impact Statement/Report Vol. I, E.S. 222. I represent the 44th District which is the Northern portion of the Town of North Kingstown.

1 I would request that if possible, the substations you speak of could be adjacent to the substations that are already in existence in North Kingstown.

2 That fencing is erected along the corridor obviously in the area of North Kingstown that has been recommended to the Public Utilities Commission.

3 The bridges that are mentioned in the impact statment--when there is rehabilitation, the work be co-coordinated with the RI Department of Transportation. One bridge in particular, Stony Lane is being upgraded. I would hope whatever is being proposed, for this bridge meets with the specifications of your department so that the bridge will be worked on only once. This will save money but also would be user friendly. Only one disruption to my constituents.

4 E.S. 5.2 I would like an explanation as to why in your opinion there would be no adverse impacts to constituents living parallel to the tracks. Also, explain why no adverse problem with E.M.F.'s?

5 E.S. 5.2.3 Noise and Vibration. Is one of the Churches that would be impacted St. Francis de Sales in North Kingstown?

(E) E.S. 5.2.6 I have a concern that whatever is done with electrification that you would work closely with RI D.O.T. and the RI Port Authority. There are rail lines that go to the Quonset/ Point Davisville Industrial Park. For future economic development, it is imperative that the Providence & Worcester Freight Railroad and what you propose is compatible so future development can flourish at Quonset Point/Davisville.

I cannot stress enough the importance of the rail line to the Industrial Park and to the impact that has with the people of North Kingstown.

E.S. 4.5.3-E.M.F. Impacts. I respectfully disagree with this statement. There is a body of evidence to refute this statement.

Thank you for the opportunity to go on record with my concerns and comments. I would appreciate a response to my concerns. Thank you for your attention to this every important matter.

Sincerely,

Sue Henseler

Suzanne M. Henseler
Majority Whip

cc:NK Town Council
NK Town Manger
Charles Vernon, Base Reuse
Joseph Paolino, DED
Dante Boffi, DOT

RII-3

RONALD K. MACHTLEY
1st District, Rhode Island

COMMITTEE ON ARMED SERVICES
COMMITTEE ON SMALL BUSINESS

CO-CHAIR, NEW ENGLAND ENERGY CAUCUS
CO-FOUNDER, WORKING GROUP ON MENTAL ILLNESS AND HEALTH
CONGRESSIONAL HUMAN RIGHTS CAUCUS
CONGRESSIONAL TEXTILE CAUCUS
CONGRESSIONAL CAUCUS ON WOMEN'S ISSUES
CONGRESSIONAL NOTCH COALITION

Congress of the United States
House of Representatives
Washington, DC 20515-3901

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320 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3901
(202) 225-4911

1st DISTRICT OFFICES
STATE TOLL FREE NUMBER
1-800-582-9894

288 PAWTUCKET AVENUE
EAST PROVIDENCE, RI 02916
(401) 431-6100

127 SOCIAL STREET
ROOM 112
WOONSOCKET, RI 02895
(401) 767-4057

320 THAMES STREET
ROOM 260
NEWPORT, RI 02840
(401) 848-7920

December 3, 1993

RECEIVED

Mr. Glen Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142

Dear Mr. Goulet:

I am writing to express my opinion on the Federal Railroad Administration's Draft Environmental Impact Statement (DEIS) for the Northeast Corridor Initiative.

I have long been a supporter of the Northeast Corridor Improvement Project and have actively supported its funding throughout my tenure in Congress. The economic benefits that Rhode Island stands to gain from the completion of the electrification project are enormous. I am concerned, however, that the current plans of the Federal Railroad Administration as outlined in the DEIS will have a profound negative impact on the another vital sector of the economy: freight rail.

As you may know, the impact that the Northeast Corridor Electrification Project and the planned introduction of high-speed passenger rail service will have on the freight rail service has become a matter of great concern to Rhode Island's Congressional delegation, the State's leadership, the business community and the freight rail service provider. It was our hope that the DEIS would provide some insight into how the State's existing and future rail service needs would be accommodated in the face of the many structural and operational changes proposed by Amtrak.

(1) Despite a strong declaration in the Executive Summary of the Program Master Plan that "current and future commuter and freight service must not be allowed to deteriorate as a result of the initiation of high-speed intercity service," this report does not appear to take into account even current freight rail operations. Specifically, the treatment of freight rail in the discussion of capacity on the Corridor seems to discount the operations of freight rail service, and, in fact, the modelling used to analyze operations neglected to include the movement of freight trains. It is difficult to see

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

how the Federal Railroad Administration can account for the needs of freight rail without including such information, including meaningful variables, as well as giving appropriate consideration to the unique circumstance under which freight rail service must operate.

I am an avid supporter of the full electrification of the Northeast Corridor. However, the introduction of high-speed passenger service should not lead to the deterioration of freight rail commuter service in Rhode Island. And based on the details provided in the DEIS, I simply do not understand how such deterioration will not occur.

Sincerely,

Ron Machtley
Member of Congress

RKM:goc

R11-4

CITY OF PAWTUCKET
PUBLIC WORKS CENTER
250 ARMISTICE BOULEVARD
PAWTUCKET, RHODE ISLAND 02860
Office of Public Works Department

FERDINAND C. IHENACHO, P.E.
DIRECTOR

ROBERT E. METIVIER
MAYOR

RECEIVED 1/11/94

January 10, 1994

Mr. Glen Goulet
DTS-72 USDOT/RSPA
Volpe National Trans. System Center
55 Broadway, Kendall Square
Cambridge, MA 02141

RE: Northeast Corridor Electrification Project DEIS/R
(Bridge Raisings/Transportation Comments)

Dear Mr. Goulet:

1 I am sending this correspondence to inform that the above referenced project has significant and unresolved impacts on the public safety of motorists on various roadways within the City of Pawtucket.

As you are well aware, the following bridge crossings are affected:

Cole Street
Broad Street
Dexter Street
Conant Street
Mineral Spring Avenue
Lonsdale Avenue

Raising of these bridges in order to meet minimum clearance heights for the electrified trains will result in unacceptable vertical curves, sight distance constraints, and extensive right-of-way acquisitions. Additionally, subsequent reduction in roadway capacity and level-of-service will result in a violation of the clean air act.

The Pawtucket Public Works Department is opposed to any bridge raising and hereby requests that lowering of the existing rail lines, to meet minimum clearance heights, be memorialized into the DEIS.

The extension of the comment period from December 9, 1993 to January 21, 1994 is appreciated and please feel free to call if you have any

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questions.

Sincerely,

Ferdinand C. Ihenacho, P.E.
Director of Public Works

cc Honorable Mayor Robert E. Metivier
Michael Cassidy, Director of Planning & Redevelopment
Richard Snow, RIDOT
File

RI 1-5

TOWN OF
NORTH KINGSTOWN, RHODE ISLAND

80 BOSTON NECK ROAD
NORTH KINGSTOWN, RI 02852-5762

NORTH KINGSTOWN
INCORPORATED 1674

RECEIVED 1/24/94 9pm

January 21, 1994

Mr Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Trans Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Re: Northeast Corridor Electrification Project DEIS/R
(EOEA Number 9134)

Dear Mr Goulet:

In my capacity as the North Kingstown Director of Planning & Development, I write to offer comments on the Draft Environmental Impact Statement (DEIS) and the project as it relates to the town.

1 Freight Rail Accommodation: The DEIS identifies the conflicts associated with electrification particularly in accommodating freight rail. The proposed delays for existing freight rail and the possibility that expanded freight service would be limited to nighttime operation is considered unacceptable. The town believes freight must be fully accommodated to support proposed development at the Quonset Point/Davisville Industrial Park (QP/D Industrial Park). The park, while located in North Kingstown, represents present and future employment opportunities for the town, the region, and the state. These socio-economic impacts of the project should be mitigated.

2 Drinking Water Supply Protection/Paralleling Station: Throughout the DEIS, reference is made to the location within North Kingstown of the East Greenwich Paralleling Station and its location within a groundwater protection area (Table 3-12-3; Page 4-53; Page 5-16; Page 3-34 among others). Our review shows inconsistencies between citations. The town would ask that all references to the EG Paralleling Station and Natural Resources reflect the following information:

*Sole Source Aquifer;
*within a local groundwater recharge area;
*designated wellhead area; and
*within 1000 feet of three public water supply wells.

Further, on Page 5-16, the DEIS identifies mitigation measures, including Best Management Practices (BMP's) for during construction and as permanent structural measures. All of these mitigation measures are identified as steps that "could" be taken. The town asks that all proposed mitigation BMP's be instituted at the EG Paralleling Station. Finally, we believe that in Section 3.1 Regulatory Setting, the United States Environmental Protection Agency's Sole Source Aquifer should be listed.

3

4

Pedestrian Crossings: On Table 3.8-3 Old Baptist Road should be identified as being in North Kingstown.

5

Finally, previously we asked for a copy of the design and engineering specifications for the paralleling station; to date, we have not received these materials.

6

Thank you for the opportunity to comment. We appreciate the extension grant to the comment period.

Sincerely,

Marilyn F Cohen

Marilyn F Cohen, AICP
Director of Planning & Development

MFC:kl

cc Richard I Kerbel, Town Manager
George Prete, RI Port Authority at QP/D
Bruce Hamilton, Seaview Railroad
Heidi J Eddins, P & W Railroad Counsel

JACK REED
2d District, Rhode Island

COMMITTEES
EDUCATION AND LABOR
JUDICIARY
MERCHANT MARINE AND FISHERIES
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

RI 1-6

Congress of the United States
House of Representatives
Washington, DC 20515-3902

PLEASE RESPOND TO
WASHINGTON
☐ 1510 Longworth Building
Washington, DC 20515-3902
(202) 225-2735
DISTRICT
☐ Garden City Center
100 Midway Place
Suite 5
Cranston, RI 02920
(401) 943-3100
TDD Relay Rhode Island
1-(800) 745-5555

RI-1-7

Statement of the Hon. Jack Reed

On the Federal Railroad Administration's

Draft Environmental Impact Statement

On the Northeast Corridor Improvement Project

November 17, 1993
Cranston, Rhode Island

I want to thank you for the opportunity to submit this short statement regarding the Federal Railroad Administration's draft Environmental Impact Statement on the Northeast Corridor Improvement Project.

Electrification of the Northeast Corridor is a goal I have supported and advocated in Congress. However, I am greatly concerned that Amtrak's current electrification design would achieve the goal of high-speed rail passenger service between New York and Boston at incredible expense to freight rail service in Rhode Island.

(1) Although the Federal Railroad Administration's draft impact study reflects the growing realization that the Northeast Corridor Improvement Project will affect freight rail and economic development efforts in Rhode Island, I share the state's concern that the draft statement still does not recognize the imperative need to establish a dedicated, third rail line for modern freight service as well as future commuter rail opportunities.

The Northeast Corridor is our nation's only high-speed rail system, and I believe that it should serve as a model of how to design and construct any future high-speed rail program. In light of this, the Federal Railroad Administration needs to more adequately address several issues in the draft Environmental Impact Statement, the FRA Master Plan draft, and the portions of Amtrak's current electrification design which are under the FRA's oversight. Simply stated, the goal of the Corridor project should be to do no temporary nor permanent harm.

Rhode Island's current freight rail capabilities and its plans to develop a modern freight rail system must be maintained. As the FRA has heard already today, neither the draft Environmental Impact Statement nor Amtrak's current design recognize the need for a dedicated third rail line to protect existing or future freight rail service.

(2) There is no commitment to ensure sufficient vertical or lateral clearances for double stack freight trains, even though U.S. Secretary of Transportation, Federico Pena, has expressed support for these clearances to me.

(3) There is no realization that a separate freight rail line would permit the development of a modern freight rail system in Rhode Island and allow the state of Rhode Island to develop the Port of Davisville. Indeed, the Rhode Island state Departments of Transportation and Economic Development recently delivered a report on the economic development potential of Davisville to the FRA and the U.S. Department of Transportation, and I would strongly urge that this analysis be fully incorporated in the final Environmental Impact Study.

There is no protection of day-time freight service in Rhode Island between the Port of Davisville and the Boston Switch. Indeed, electrification of the Corridor means more trains, travelling at greater speeds all of which entails less access for freight trains, both during and after construction. Moreover, the elimination of day-time freight service would lead many Rhode Island businesses to abandon freight rail in favor of less efficient transportation systems, and the cost of night-time freight service is higher for both the service provider and customers.

(4) And finally, there is no mention in the report that removing slower freight trains from the high-traffic, high-speed passenger rail line would increase safety.

While I realize that this is a draft document, and that the FRA has diligently cooperated with the state of Rhode Island, I believe it is important to move beyond the mind-set that stymies the state's efforts to develop its freight rail system and capitalize on Davisville's obvious advantages as an intermodal transportation center.

Again, I want to thank you for the opportunity to submit this testimony, and I look forward to reviewing the final version of the Federal Railroad Administration's Environmental Impact Statement.

R11-7

RI-1-8

Town of East Greenwich

111 Peirce Street
P.O. Box 111
East Greenwich, RI 02818-0111

RECEIVED 1/10/94 JM

Town Council 886-8665
Town Manager 886-8601
Town Clerk 886-8606
Canvassers 886-8602
Police 884-2244 886-8640
Planning 886-8645
Public Works 886-8618 886-8619
Building Official 886-8618 886-8619
Finance 886-8610 886-8612
Recreation 886-8626
Welfare 886-8651
Police FAX 401-886-8653
Town Clerk FAX 401-886-8625
Public Works FAX 401-886-8652
TDD 401-886-8606

January 5, 1994

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation
System Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: Northeast Corridor Electrification Project, DEIS/R

Dear Mr. Goulet:

On behalf of the Town of East Greenwich, Rhode Island, this letter is forwarded to express our strong concerns about the proposal to electrify the AMTRAK line between New Haven and Boston.

As the DEIS notes, the rail right-of-way (ROW) in our community passes through a densely settled, historic coastline area. We are concerned that the electrication will result in our citizenry in proximity to the line being exposed to electro-magnetic field (EMF) levels that may adversely effect their health. We feel that the study of the correlation between EMF exposure and adverse health impacts is an emerging field and that the "jury" is still out this issue. The analysis of the EMF issue in the DEIS is, in our view, cursory and incomplete and does not support the conclusions derived from the same. (1)

In addition, this project may result in a negative impact on property values in the areas close to the ROW. This issue is dismissed with the statement that "such effects cannot be documented or quantified", (pg 5-18). The potential of this project to diminish the tax base of our Town is of critical importance to our Town Council, citizens and business community. The regional recession that still mires the State of Rhode Island has been very difficult for our community to endure and we worry that the proposed action will diminish our ability to emerge from the same. (2)

Another area of local interest and concern is the projects potential effect on our historic "Hill and Harbor" district, which is bisected by the AMTRAK line. The visual quality and amenity of the district would suffer by the erection of the poles to support the "catenary" system for the electrification of the line. Noise and vibration from the faster trains may contribute to this negative effect on this resource. (3) (4) (5)

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All of these issues are not, in our opinion, adequately addressed in the DEIS. We feel that more detailed study and the institution of appropriate mitigation measures are required before this project should proceed.

We appreciate the opportunity to articulate our community interest regarding this proposal. Please direct any questions or follow-up to the attention of this office. Best regards.

Sincerely,

William Sequino, Jr.
Town Manager
East Greenwich, R.I.

cc: Town Council

CLAIBORNE PELL
RHODE ISLAND

R11-8

United States Senate

WASHINGTON DC 20510-3501

December 1, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142

Dear Mr. Goulet:

I am writing to comment on the Draft Environmental Impact Statement (DEIS) for the proposed electrification of the Northeast Corridor between New Haven, Connecticut and Boston, Massachusetts. As a long time proponent of high speed railroad service, I wish to commend the Federal Railroad Administration for both the effort that went into the preparation of the DEIS and the overall quality of the document.

My office has worked closely with the State of Rhode Island with regard to the construction of a third track between Boston Switch, located in Pawtucket, and Davisville, Rhode Island. We have held several high level meetings, including with Secretary Pena, about the importance of a third track as a measure to mitigate probable adverse impacts in Rhode Island of the proposed electrification project.

Unfortunately, the DEIS does not appear to address these concerns adequately. This failure should be corrected as recommended by Governor Sundlun, the Rhode Island Department of Transportation, the Rhode Island Port Authority, and the Providence and Worcester Railroad Company, the freight provider.

(1) We must consider both direct and indirect impacts during this ongoing process. The deficiency in the DEIS is that it does not correctly include the direct cumulative impact on current and future freight rail service or the indirect impact on land use. The need for appropriate mitigation measures, therefore, is not adequately addressed.

More than five thousand people are employed by businesses that are dependent on freight rail service in the affected corridor while indirect employment is estimated to be in excess of ten thousand people. Decreasing freight rail service while increasing its cost will adversely affect the welfare of these people and their families. The State of Rhode Island and the freight provider have expert knowledge of these impacts due to the various delivery of services to the companies that would be affected.

The Quonset Point/Davisville area is Federal property which has become surplus. Quonset Point has already been turned over to the State, while Davisville is the subject of the formal Federal reuse planning process. A reuse plan is being prepared and will shortly be submitted to the Navy. That reuse plan constitutes a State/local land use plan which merits recognition in the Final EIS. (2)

Preclusion of modern freight rail service to Quonset Point/Davisville would impair the quality of the Rhode Island urban environment and adversely affect the reuse plan for Davisville. The Rhode Island Port Authority has statutory responsibility for managing former Navy property in Rhode Island and is in a unique position to describe how the proposed electrification project could conflict with reuse plans.

Finally, the corridor of the main line tracks is a resource which will be affected by the placement of the catenary; alternative uses of the corridor must be considered. Track clearances and the location of catenary poles in a manner which precludes future construction of a third track for use by modern rail equipment is an adverse impact which should be mitigated. Furthermore, the State of Rhode Island is preparing an EIS for the proposed third track which, I believe, should be included either by reference or as a supplement in the Final EIS. (3)

I wish to reiterate my support for the position taken by Governor Sundlun and to convey to you my deep interest in furthering the level of cooperation between the FRA, Amtrak, and the State of Rhode Island on the need of the third track. Such cooperation is the best means for the much needed electrification project to proceed as expeditiously as possible.

Warm regards.

Ever sincerely,

Claiborne Pell

MAX BAUCUS, MONTANA, CHAIRMAN

DANIEL PATRICK MOYNIHAN, NEW YORK
GEORGE J. MITCHELL, MAINE
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PETER L. SCHER, STAFF DIRECTOR
STEVEN J. SHIMBERG, MINORITY STAFF DIRECTOR AND CHIEF COUNSEL

United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
WASHINGTON, DC 20510-6175

RECEIVED

December 2, 1993

ACTION
FRA
CONTROL NO
931206-020
SIMS S-10

The Honorable Federico F. Peña
Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: Comments on Draft Environmental Impact Statement--
Northeast Corridor Improvement Project

Dear Mr. Secretary:

Efficient, dependable and flexible freight rail service is an essential component of the State of Rhode Island's strategy for future economic expansion. With that in mind, I am particularly concerned with some of the findings of the Draft Environmental Impact Statement (EIS) on the Northeast Corridor Improvement Project. (1)

To be sure, I wholeheartedly support the electrification of the Northeast Corridor. Certainly, the project will create a more efficient rail passenger system throughout New England. I am, however, concerned that the document underestimates the plan's impact on freight rail service. The proposed electrification would cover over 22 miles of track between the Quonset Point/Davisville Industrial Park and the Boston Switch located in Cumberland, Rhode Island. On this 22 mile segment, the draft EIS proposes to reduce freight rail access to the tracks. The recessionary impact of this reduction could be staggering on an already struggling economy.

Furthermore, with the increased passenger train frequencies and speed proposed by Amtrak, performing necessary bridge clearance modifications and construction of a rail dedicated third track in Rhode Island would be cost prohibitive and technically infeasible. It is absolutely imperative that greater weight and consideration be given to these factors in the Corridor program.

PRINTED ON RECYCLED PAPER

The Honorable Federic F. Peña
December 2, 1993
Page two

Although I fully endorse the overall Corridor project, I have real concerns with its impact on freight rail service generally and support the State of Rhode Island's position on the draft EIS as noted in the attached testimony to the Federal Railroad Administration.

Sincerely,

John H. Chafee

R1 2-1

RIDOT

RECEIVED

Rhode Island Department of Transportation
Office of the Director
Two Capitol Hill
210 State Office Building, Providence, R.I. 02903 - 1124
(401) 277-2481 - Voice / TDD

STATE OF
RHODE ISLAND
AND PROVIDENCE
PLANTATIONS

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Ma., 02142

December 2, 1993

Dear Mr. Goulet:

Re: Northeast Corridor Improvement Project
Electrification - New Haven, Ct. to Boston Ma.
Comments - Draft Environmental Impact Statement

I would like to take this opportunity to provide comment on the subject DEIS. The Rhode Island Department of Transportation will provide more detailed/technical comments on this matter under separate cover in a letter from Edmund T. Parker Jr., Chief Design Engineer, dated December 1st, 1993; However, we would like to express our most urgent concerns to you regarding the electrification project.

The overall concept of providing high speed passenger rail service between Boston and Washington is strongly supported by the Rhode Island Department of Transportation. The attendant transportation efficiency benefits of this project and the growth of commuter rail service south of Providence are vital to Rhode Island's economy and an integral part of Rhode Island's transportation future.

Despite our strong support for electrification, this DEIS fails to address certain negative impacts to the movement of freight by rail on the Northeast Corridor between Boston Switch and Davisville that we view with grave concern. We have consistently stated that electrification of the Northeast Corridor on this segment of right-of-way must in no way preclude the ability to construct a dedicated third track with improved vertical clearances for freight rail. This concept is the basis for the comments that follow.

We most recently made statements to this effect at the November 17th public hearing for this DEIS, where we objected to the DEIS's handling of the capacity and physical effects of

electrification upon freight rail goods movement. Both issues are developed below.

I. Capacity Effects

At the public hearing we pointed out that expanded passenger service (Amtrak's intercity service and RIDOT's proposed commuter service south of Providence) presented operational and capacity constraints to both current and future rail freight movement south of Providence. Dramatic increases in passenger rail traffic will increase the time needed to complete existing freight service, increasing service costs and reducing service efficiency.

We also noted that in addition to adverse impact on current freight service, this DEIS has not addressed the impacts on any increase in freight service. In his testimony at the public hearing, Governor Sundlun introduced into the record a position paper entitled "Purpose and Need For Dedicated Freight Track and Improved Vertical Clearance From Quonset Point - Davisville to Boston Switch", which projects a total of 12 to 18 trains moving between Boston Switch and Davisville in a 24 hour period. FRA was given this paper under separate cover to James McQueen on October 21, 1993.

This position paper projects increases in regular local freight service of 51% through 1997, based on growth estimates provided by the corridor's rail user businesses, and projects a capacity requirement for a minimum of 8 freight trains on the corridor during the daytime. Out of that total, 4 of these trains will move regular local freight to Rhode Island businesses and the remainder will be required for the movement of aggregate and modern freight rail rollingstock to/from Quonset Point - Davisville.

The DEIS concludes on page 4-33 of Volume I that "any new freight service would be restricted to nighttime operation." Inflexible, limited, nighttime only, service presents several adverse impacts, including:

- competition of freight train moves with Amtrak's maintenance of the corridor, which occurs at night and takes operational precedence over the movement of freight;
- increased operating costs in providing and receiving nighttime freight service; and,
- reduced likelihood of attracting rail user businesses along this corridor and at Quonset Point - Davisville as a result of inflexible nighttime service.

1 This DEIS proposes no satisfactory mitigation to these adverse impacts on capacity. This is a major omission. We consider these effects detrimental to Rhode Island's economy and transportation future, and as such, they must be mitigated.

2 **II. Physical Effects**

We also stated at the public hearing that development of intermodal transportation opportunities at Quonset Point - Davisville will require the introduction of increased vertical clearances of 20 feet 7 inches between Boston Switch and Davisville. There are several physical restrictions which, if not mitigated, make introduction of such service impossible.

- The installation of catenary wire under highway bridges would limit vertical clearance potential for freight, rendering increased clearance prohibitively expensive.
- This DEIS states that in certain cases installation of the overhead catenary system would reduce existing clearances and could require that certain bridges be raised to accommodate the freight cars moving today at standard vertical clearances.
- In some locations along the corridor, the installation of the catenary poles would occur in the portion of the right-of-way that would be used to accommodate a third track.

We believe the modern rail car service offerings presented in our position paper are ideally suited to the intermodal infrastructure at Quonset Point - Davisville and provide great benefit to a wide array of businesses and people on a regional basis. In addition, we strongly believe that the State of Rhode Island should be allowed to plan and evaluate the supply, demand, and entry into these service offerings without the preponderant affects of these impacts.

III. Concluding Remarks

It is our firm conviction that the adverse consequences of electrification that we have presented constitute a cumulative impact of indirect effect that collectively precludes the planning and execution of our state's transportation future and resultant economic development.

We have adopted a proactive position to mitigate these matters and have no intentions of impacting Amtrak's design schedule. We agreed to a course of action committed to working together with

Amtrak on these issues.

Recent meetings with Mr. Dennis Sullivan, Amtrak's Vice President and Chief Operating Officer, and Amtrak's electrification design engineering team have resulted in some progress on these matters; however, we are concerned about the conservative 17 foot track centers and the costs associated with a third track alternative designed in this manner. In addition, I am informed that actual post electrification clearances in the vicinity of Boston Switch and Cranston Yard will be reduced by electrification and will have to be raised to accommodate existing and future modern day freight traffic under the design schemes proposed by Amtrak. (3)

We will continue to work with Amtrak to resolve these and other issues; however, we call upon this EIS to reflect the following mitigation measures in its' Record of Decision. (4)

- Recognition of RIDOT's EIS on alternate track configurations from Boston Switch to Quonset Point - Davisville, including the consideration of a full length third track alternative.
- Clear indication that design and construction of all the physical needs of the electrification project will not preclude a corridor for a dedicated third track as one of the alternatives to address the negative impacts on current and future freight rail operations.
- Protection of existing clearances under individual overhead structures, in particular, those clearances in the vicinity of Boston Switch and Cranston Yard through mitigation of any clearance reduction resulting from electrification.

I would like to thank you for the opportunity to comment on this DEIS. We hope to be working with FRA to resolve our concerns and move forward on improvements in moving people and goods in an effective and environmentally sound manner.

Very Truly Yours,

Dante E. Boffi Jr.
Director

cc: Governor Bruce Sundlun

RI 2-2

RHODE ISLAND PORT AUTHORITY AND
ECONOMIC DEVELOPMENT CORPORATION

QUONSET POINT-DAVISVILLE INDUSTRIAL PARK
35 Belver Avenue • P.O. Box 1500
North Kingstown, Rhode Island 02852
Tel. (401) 277-3134 / Fax. (401) 295-8345

December 2, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA. 02142

Dear Mr. Goulet:

On November 17,1993, members of my staff presented testimony on the proposed Northeast Corridor Improvement Project Electrification Draft Environmental Impact Statement--New Haven, CT. to Boston, MA., at the Public Hearing held in Cranston, Rhode Island. I thought this letter would serve to address additional comments and reiterate some information already presented to reinforce our position relative to the preservation and expansion of freight rail on Rhode Island's Shoreline route.

The proposed electrification project would impact approximately 22 miles of rail track located between the Quonset Point/Davisville Industrial Park and the Boston Switch located in Central Falls, Rhode Island. On this stretch of rail, the draft EIS proposes to reduce the number of freight hours that can be utilized to deliver products to its customers, thus minimizing the window of freight hauls to customers. This would create a severe economic disadvantage that would affect the revenues of the state, private industry and create a loss of jobs that could be catastrophic to the state's economy. I would like to point out that according to our estimates, the future needs for regular freight service along that 22 mile stretch of track, if allowed to proceed unhindered, is projected to double in daily freight movements by 1997.

(1) The DEIS fails to account for the potential of employment losses resulting from curtailment of freight rail service to existing customers along the shoreline and fails to assess or recommend measures to mitigate these negative impacts. According to our information, the economic impact from 16 of those 23 rail customers generates:

Direct Jobs	5,142
Multiplier Generated Jobs*	10,167
Total Jobs, Direct and Generated	15,309
Total Wages, Direct and Generated	$419,567,142
Estimated State Revenue**	$73,210,271

* Based on US Bureau of Economic Analysis, Direct Effect Multipliers for RI, May, 1992
** Based on an estimate $174.94 of revenue per $1,000 of income.

As presented at the public hearing, the Quonset Point/Davisville Industrial Park is a thriving industrial park, consisting of over 2,000 acres, that was once a former navy base--although not totally absent of the US Navy's presence until the Base Closure Act of 1991 was passed. This act meant the balance of US Navy (Seabees) property would revert back to local and state government control--approximately 1,000 acres, which would create a 3,000 acre mix use park. However, prior to any property being transferred, the US Navy mandated that the State of Rhode Island, Town of North Kingstown and other interested parties, conduct a Base Reuse Land Use Plan to be approved by the RI Port Authority, the Town of North Kingstown and the US Navy. The state and town applied for and received grant funds from the US Department of Defense, Office of Economic Adjustment (OEA) to create the land use plan. (2) Subsequently, as corecipients of the OEA funds for the Base Reuse Project, and pursuant to the US Navy's mandate per the Base Closure Act of 1991, the Base Reuse Project Land Use Plan, due for completion in January of 1994, is an integral and legitimate document that should be considered in the FEIS. If the Federal Railroad Administration fails to do so, then this would conflict with CFR 1502.16C, which states that the federal government must consider and reconcile all local and state land use plans, policies and controls for the area concerned.

Within the last two years, the State of Rhode Island has invested over $13.5 million in infrastructure improvements at Quonset Point/Davisville and is poised to invest over $23 million more in infrastructure. This investment coupled with the growth potential of the industrial park and adjoining industrial acres on the shoreline route, would boost the state's manufacturing economy. If freight rail service is downgraded from its current level, then the improvements and economic development plans made to date could falter and hinder an economic recovery that has been slowed by recession and the continued federal defense spending cutbacks. Consequently, President Clinton's long term defense diversification plans (to which we have requested additional funds) to revitalize the nation's industrial military complex would be dealt a serious set back and the Quonset Point/Davisville Industrial Park would be nothing but a rusting monument to our nation's cold war victory.

In summary, the 22 miles of freight rail line from the Boston Switch to Quonset Point/Davisville Industrial Park is valuable to the state's manufacturing economy, which accounts for 21% of the state's total employment base, and specifically for future job growth. Modern dependable, and flexible rail freight service is vital to future economic growth in Rhode Island

because one third of the state's prime industrial land is located in the Quonset Point/Davisville Industrial Park. The primary industries likely to be drawn to the Park, including auto imports/exports, domestic containerization and aggregate transloading, require vertical clearance sufficient for tri-level auto carriers and double stack containers, as well as sufficient capacity to insure dependable and flexible freight rail movements.

I hope this information is helpful to your project and I look forward to your reply.

Respectfully submitted,

Joseph R. Paolino, Jr.
Executive Director

JRP/nec

R12-3

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Transportation
OFFICE OF THE CHIEF ENGINEER
State Office Building
Providence, R. I. 02903

RECEIVED

Mr. Glenn Goulet, DTS-72 December 1, 1993
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

SUBJECT: NORTHEAST CORRIDOR ELECTRIFICATION
R.I. Contract No. None
R.I.F.A.P. No. STP-RPFS(001)
Review Comments DEIS

Dear Mr. Goulet;

The Design Section has received your letter and its attachments dated October 4, 1993.

Before specifically addressing the DEIS contents, the Department fully supports the electrification project. Expanding passenger service and reducing travel time between Boston and New York is necessary for transportation along the Northeast Corridor and in the Southern New England area. However, any change should not be at the expense of freight rail transportation reduction, the ability to maintain the present industrial base or the ability to develop available industrial sites in order to increase that industrial base. To maintain the present and to provide for freight service using modern freight rolling equipment, The Department of Transportation has initiated its own EIS process to study building and/or rehabilitating trackage for a dedicated freight track.

Our DEIS comments are listed below by Technical Study. We have included mitigation measures in our comments where applicable.

TECHNICAL STUDY 1 LAND USE

1. In densely populated areas, the raising of bridges for clearances necessary to accommodate electrification will reduce visual views, increase property access difficulties thus effecting property values. (1)

MITIGATION Consider the lowering of tracks.

2. Electrification restricts freight rolling stock to 16'-8". This restriction prohibits the use of modern day rolling at the Quonset Point/Davisville Industrial Complex. (2)

MITIGATION Rehabilitate/construct a third track to accommodate modern day rolling to and from the Quonset Point/ Davisville Industrial Complex.

3. The location of the Warwick Substation will require the relocation of a lumber company. Relocation will require a site where rail service is available. Also the relocation will most likely mean the loss of another Rhode Island business. (3)

MITIGATION Select another substation site to allow the lumber company to remain.

TECHNICAL STUDY 2 SOCIOECONOMICS

1. Employment at the Quonset Point/Davisville Industrial Complex can not be developed to its full potential unless the complex is able to use modern day rolling stock. (4)

MITIGATION Rehabilitate/construct a third track to accommodate modern day rolling to and from the Quonset Point/ Davisville Industrial Complex.

TECHNICAL STUDY 3 HISTORIC RESOURCES

1. At Kingston Station, the Department of Transportation is undertaking a two phase project to rehabilitate the station as an intermodal facility. The former Kingston Tower will be moved to the station site as part of this project. We are concerned about the erection of barriers on the Route 138 bridge, adjacent to the station site, that they will impact the visual view of the completed project. (5)

MITIGATION Design bridge barriers so that will not impede the visual view of the rehabilitated Kingston Station .

2. The DEIS should include "Draft Section 4(f) Evaluation" in the title and the the document should contain a separate Draft Section 4(f) Evaluation Section or Chapter. (6)

MITIGATION Add a separate Draft Section 4(f) Evaluation Section or Chapter and revise title.

3. The following should be added to the Federal Regulations of this Technical Study. Public Law 99-647: Blackstone River Valley National Heritage Corridor Commission. The Corridor Commission reviews all activities and or projects which are federally funded and or regulated to assure consistence with corridor objectives. A segment of the electrification runs through the corridor, therefore, coordination with the Corridor Commission is required. (7)

MITIGATION Add Public Law 99-647 to the list of Federal Regulations of Technical Study 3.

4. Within the project's area of potential effects, a number of historic resources have been categorized as "probably eligible" or "potentially eligible" for listing in the National Register of Historic Places. (8)

MITIGATION Documents for historic resources categorized as "Probably Eligible" or "Potentially Eligible" should be further evaluated and documents prepared in order to determine National Register eligibility.

5. The preliminary catenary pole configuration shown in Technical Study 3 will have to be redesigned to accommodate a third track for freight use between Davisville and Boston Switch. RIDOT is currently performing an independent EIS for the proposed third track. (9)

MITIGATION A portal catenary design should be added to Technical Study 3 and all pole locations between Davisville and Boston Switch must be coordinated with RIDOT.

6. The survey of all known historic resources as identified in Technical Study 3 appears to be complete.

MITIGATION Comment only, no action necessary.

TECHNICAL STUDY 4 NOISE AND VIBRATION

1. The noise barrier designs contained in the DEIS study are preliminary. Detailed barrier designs will be developed during final project design with aesthetic, structural, and acoustical factors to be addressed. (10)

MITIGATION The RIDOT should be involved in the decision to construct or not to construct noise barriers and should influence the barrier design both structurally and aesthetically.

TECHNICAL STUDY 5 ELECTROMAGNETIC FIELDS AND INTERFERENCE (EMF)

1. This issue has been raised at many RIDOT highway project hearings. Other than placing the power lines underground we know of no other methods of mitigation. (11)

MITIGATION The DEIS should explain the inherent safety problems of third rail and underground electrical feeding systems.

TECHNICAL STUDY 6 ENERGY

1. TCP modeling should be verified prior to completion of the EIS.

MITIGATION Verify TCP modeling. (12)

TECHNICAL STUDY 7 ARCHAEOLOGICAL SURVEY

1. The Providence Paralleling Station is located within the limits of the proposed Providence Layover Yard for commuter rail service. (13)

MITIGATION Select another site and perform further archaeological testing.

2. The survey of all known archaeological resources as identified in Technical Study 7 appears to be complete.

MITIGATION comment only, no action necessary.

TECHNICAL STUDY 8 PUBLIC SAFETY

1. Fencing was installed within the public right of way areas in East Greenwich and Warwick. Additional fencing could be necessary in urbanized residential areas. Potential fencing areas were identified by RIPUC in conjunction with Amtrak's Boston Division Engineering Office. (14)

MITIGATION Contact the Boston Division Engineers's Office to locate those Rhode Island sites requiring fencing.

2. The Wolf Rocks Road Crossing in Exeter, Rhode Island is a Public Crossing and should be included in the data for this Section. (15)

MITIGATION Add Wolf Rocks Road to the data.

TECHNICAL STUDY 9 TRANSPORTATION AND TRAFFIC

1. The clearance restrictions introduced by electrification further reduce the possibility of using modern day rolling stock to continue development at the Quonset Point/Davisville Industrial Complex. (16)

2. Freight train projections, generated by the State of Rhode Island to serve the Quonset Point/Davisville Industrial Complex, indicate between 10 and 18 additional trains are required. Only two freight trains were accounted for in drafting the DEIS. The DEIS contains statements that additional freight trains have run on a night time schedule. (17)

MITIGATION Rehabilitate/construct a third track to accommodate modern day rolling on an operational schedule providing safe and efficient freight service to and from the Quonset Point/ Davisville Industrial Complex.

3. The parking garage at the Providence Station is not owned and operated by the State of Rhode Island.

MITIGATION Correct ownership in the DEIS Statement/Report. (18)

SUBJECT: NORTHEAST CORRIDOR ELECTRIFICATION
R.I. Contract No. None
R.I.F.A.P. No. STP-RPFS(001)
Review Comments DEIS
Page V

19 4. Construction detours for projects requiring traffic detours may conflict with ongoing local and State highway construction projects.

MITIGATION Coordinate all detour routes with local and State Agencies.

TECHNICAL STUDY 10 AIR QUALITY

1. No specific comments.

TECHNICAL STUDY 11 NATURAL RESOURCES

1. No specific comments.

Please do not hesitate to contact this office if you have any further questions relative to the above comments.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Design Engineer
TRANSPORTATION

JTV/

cc: Mr. Boffi, Jr.
Mr. Carcieri
Mr. Capaldi
Mr. Bennett
Mr. Alves
File

R12-4

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Environmental Management
OFFICE OF THE ASSOCIATE DIRECTOR
Planning and Administrative Services
83 Park Street
Providence, R.I. 02903-1037
(401) 277-2776 (voice)
(401) 277-6800 (TDD)

RECEIVED 12-17-93

December 3, 1993

USDOT/RSPA
Volpe National Transportation Systems Center
ATTENTION: NEC Electrification, Glen Goulet
DTS-77, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Northeast Corrider Improvement Project Electrification - New Haven, Ct. to Boston, MA., dated September, 1993. The Rhode Island Department of Environmental Management (RIDEM) has followed the development of this project with great interest as the project could provide the benefits of an alternate, time effective transportation mode and reduce dependence on petroleum while potentially having a beneficial impact upon future air quality both along the corridor and region-wide.

1 Unfortunately, RIDEM finds the DEIS flawed in its analysis of air quality changes as a result of the proposed electrification. The DEIS states that " the greatest environmental benefits would come in the area of air quality" (page 5-1) but does not adequately support this assertion. Page 4-39 of the DEIS summarizes the net emission reductions which would be realized by electrification as compared to no build as 174 kilograms per day for VOC's, 1,658 Kg/day for NOx and 1,038 Kg/day for CO. These net reductions represent a significant percent decrease in pollutants and would be enthusiastically welcomed.

2 However, the figures presented do not take into account the potential increase in pollutant loads due to the increased usage of truck transportation for freight if the rail freight industry is displaced by electrified commuter service.

The DEIS states that "FRA is in the process of developing a master plan under Section 4 of the Amtrak Authorization and Development Act designed to coordinate plans of Amtrak, the commuter trains and the freight railroads. This master plan will identify potential measures to manage adverse impacts on other users of the NEC mainline." (page ES-10).

3 When will this "master plan" be completed and available for public review? Will it be in the form of a National Environmental Policy Act (NEPA) disclosure document; ie an Environmental Assessment or Environmental Impact Statement with public notice requirements? It is RIDEM's position that an approved master plan is needed before an informed decision can be made as to the preferred alternative, build or no-build.

In lieu of a finalized "master plan", the final EIS could present a revised discussion of air quality impacts which takes into account the "worst case" impact of loss of rail freight capability. Rhode Island's local carrier, the Providence and Worchester Railroad, predicts that the additional operating costs and potential loss of new business related to schedule and height restrictions could result in a potential loss of $900,000 in annual revenue and could cause P&W to cease operations in the the Northeast Corrider (DEIS, page ES-10). Therefore, the appropriate "worst case scenario" would estimate the pollutant load generated if truck transportation replaced all of the current and reasonably predicted additional future freight traffic which P&W would otherwise have handled.

However, while the above described additional air quality study would satisfy RIDEM's informational needs regarding air quality, it would not address the socioeconomic aspects of conversion from rail 4 freight to trucking which are of great concern to the entire state. Since socioeconomic impacts are a proper subject of an EIS, these matters also must be thoroughly addressed in the final document if a master plan accomodating both uses has not been adopted.

In addition to the overriding concern discussed above, RIDEM has a number of specific comments and questions which are as follows:

Air Quality - Technical Studies, DEIS volume III

5 Section 10.3.1.2, third paragraph. The highest ozone concentration in Providence in 1991 was 0.116 ppm, however, the highest concentration in the State in 1991 was 0.166 at the Alton Jones Campus of URI (AIRS Site Code 440030002).

6 Section 10.3.1.2, second paragraph. The emmissions inventory for VOC's for the project area in Rhode Island should include Washington County as well as Providence and Kent Counties as the Northeast Corridor Improvement Project is located in all three counties.

7 Table 10.3. The "% of Total" figure for point sources in Rhode Island is not correct. It is clear why the text in Section 10.3.1.2

mentions two counties (although the comment above indicates that should be three counties), and the figures presented in Table 10.3 represent statewide emissions.

8 Section 10.4.2.1, first paragraph, third sentence. The projection of a **decrease** in **VMT** from 1992 to 2010 is wholly unrealistic, not substantiated by long term trends, and will not be supported by RIDEM. Is this an error in terminology? Even a projection of an 9 **increase** in VMT of 40% by 2010 may be conservative. This sentence contradicts the first sentence of Section 10.4.2.2.

Wetlands

10 Section 3.12.1.1, first paragraph. In Rhode Island, the RIDEM Division of Freshwater Wetlands must determine whether or not wetlands are delineated correctly through their application process. Since this has not as yet occurred, Amtrak should realize that the wetlands boundaries described in the DEIS are not necessarily accurate under Rhode Island law.

11 Section 3.12.1.1, last paragraph and Section 4.12.3.4, first paragraph. The Rhode Island Freshwater Wetlands Program requires compensation for any fill placed within the 100 year floodplain of a freshwater body, even if the amount of fill to be placed is relatively small. Therefore floodplain compensation appears to be required for the Richmond substation.

Section 5.2.2.4, paragraph 9. An 8-16 ft tall, solid, wayside noise barrier along the right-of-way, at least 200 ft long, to be placed between the train line and sensitive noise receptors is one method 12 of noise mitigation discussed. Would such a barrier be located within the Amtrak right-of-way, in already disturbed areas? This mitigation measure may have wetland, floodplain and/or wildlife habitat impacts depending upon location. Thus, such an option may not be favored or approvable by RIDEM in certain locations.

5.2.2.4, page 5-21, first paragraph. RIDEM will be concerned about the amount of site disruption which would result from each of the vibration mitigation measures discussed. The Department will be concerned about wetlands, wildlife passage, wildlife habitat, erosion and sediment control and changes in drainage and groundwater recharge. The DEIS does not provide enough information 13 about possible mitigative measures for RIDEM to recommend any one measure for vibration control. We suggest that a meeting would be in order to discuss the options for vibration mitigation and

specific localities of concern.

Wildlife

Section 3.12.1.2, page 3-33, last paragraph identifies the Kingston Parallelling Station as a site which provides critical wildlife habitat. The Kingston paralleling is within the Great Swamp (14) Management Area, a RIDEM Wildlife Management Area. This fact should be clearly stated in the Environmental Impact Statement. The RIDEM Division of Fish, Wildlife and Estuarine Resources has total responsibility for wildlife management, wildlife research and planning, improvement or restoration on this large parcel. The Great Swamp Management Area provides a diversity of vital habitats for many types of wildlife and is open to the public for a variety of wildlife oriented recreations, such as hunting, fishing, nature study hiking and the pure enjoyment of undeveloped open space.

The DEIS suggests mitigation measures which would include preserving the large oak tree on site, locating the proposed facility as far as possible from the tree and planting of shrub species at the site. While these measures appear reasonable, the (15) project consultants should confer with RIDEM's Division of Fish, Wildlife and Estuarine Resources (RIDEM F&W) to develop the mitigation plan for this site.

The timing of construction work for the substation is of concern because continuing noise could disrupt the nesting and breeding behavior of the osprey populations in the area. RIDEM monitors the success of these populations, which were nearly decimated in the state in past years. The Department will require that construction (16) in this area be timed to avoid the crucial nesting and breeding season for this species, which is approximately March through August.

From a wildlife management perspective, the issue of fencing is important. In any area where a length of fencing long enough to (17) interfer with wildllife passage is to be erected, measures must be implemented to accomodate such passage. These measures should be designed in consultation with RIDEM F&W.

The Department notes that the level of communication between AMTRAK representatives and the RIDEM's F&W Division thus far in planning the substation siting has been unsatisfactory. RIDEM's Office of Environmental Coordination (telephone number 401 277-3434) will be happy to set up a meeting between Amtrak and that Division to discuss specific mitigation measures and other issues should Amtrak so desire.

Water Quality

(18) Section 4.12.2.1 , first paragraph. The term buffer zone is no longer used by RIDEM to describe the 50 ft setback from wetlands. The correct term to use in this context "perimeter wetland." "Riverbank wetland" is the appropriate term for the setback from rivers and streams. These terms are used to describe the areas adjacent to wetlands and range from 50 ft to 200 ft, depending upon the subject wetland.

(19) Section 4.12.2.5, paragraph 2. RI's Water Quality Regulations for Water Pollution Control define surface waters to include wetlands. Wetlands should therefore be added to the list of surface waters in this section.

Section 4.12.3.2, paragraph one. The Great Swamp Management Area contains one of RI's largest wetland complexes and has been nominated for Outstanding Natural Resource Water (ONRW) status. Such a designation would afford the area the greatest protection offered by the state's Water Quality Regulations and no degradation of water quality could be permitted.

Section 5.2.2.1, Table 5.2.1, pages 5-8 & 5-9 The Division of Water Resources will most likely require submission of spill contingency plans, construction staging and sequencing plans, and erosion and sedimentation control plans during the 401 Water Quality Review Process.

(20) Please specify what types of spills are expected to occur from the project area. Are these spills construction related only? More detailed information with regard to probable adverse inputs to state waters would be helpful in assessing the potential impacts to water quality.

Section 4.12.3.5, first paragraph. The RIDEM Division of Water Resources is especially concerned about short term and long term effects from this project on the Pawcatuck River. As such, (21) supplemental information confirming that there will be no changes in the quality and quantity of stormwater flow from the trackbed must be added in the final EIS.

(22) Section 4.12.3.1, page 4-54, last paragraph. Appropriate best management practices should be employed to prevent degradation of water quality by stormwater run-off; measures should address temporary soil disturbance due to construction and runoff from newly constructed impervious surfaces.

General Comment

If direct conveyances of stormwater will be discharged to any surface water, a RIPDES Stormwater Permit would most likely be required.

Conclusion

RIDEM appreciates the opportunity to comment on the Draft Environmental Disclosure Document. While we are unable to advise you as to RIDEM's preferred alternative at this juncture, we certainly look forward to assessing this project again in the context of the Master Plan. If the potential for future growth of freight rail can be accomodated in Amtrak's plans, and our specific informational requests and comments are addressed, RIDEM will be a strong supporter of the Northeast Corrider Rail Electrification Project.

Sincerely,

Frederick J. Vincent
Associate Director

cc: L. Durfee
D. Varin

FV/cgw

N:\NONPOINT\OEC\TRAINS\DEIS1

R12-5

RECEIVED 12-6-93

RHODE ISLAND DIVISION OF PLANNING
OFFICE OF STRATEGIC PLANNING
One Capitol Hill
Providence, Rhode Island 02908-5871
(401) 277-2093

INTERGOVERNMENTAL REVIEW PROCESS: NOTICE OF DETERMINATION

To: Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Date: 2 December 1993 S.A.I.: EIS-93-04

Project: Draft EIS for Proposed Electrification of the Northeast Corridor Between New Haven and Boston

This is to notify you that the review of your above identified application has been completed. Staff review and public comment resulted in the following finding and recommendation by the state Single Point of Contact.

While the State fully supports the concept of electrification of the Northeast Corridor, there are many specific details which are problematic. As the State Clearinghouse we have reviewed and endorse the comments attached to this letter as well as the comments prepared by the RI Dept. of Transportation and RI Department of Environmental Management which have been sent under separate cover.

This action has been taken in accordance with the rules and regulations governing the Intergovernmental Review Process adopted by the State Planning Council pursuant to Presidential Executive Order 12372.

Attachments to this Form

a. Copies of substantive comments X b. Other

The application, the state process determination, and all supporting documentation are available at the offices of the Rhode Island Division of Planning.

Kevin J. Nelson
Review Coordinator

The staff of The Economic Development Section has reviewed the DEIS/R from the FRA on the electrification of the NEC and submits the following comments:

General Comments:

- The DEIS/R is generally consistent with the State Freight Rail Plan goals regarding safety, and passenger service.

- Electrification of the NEC without mitigation of the adverse impact to freight rail service is contrary to the goals aimed at quality of freight service in the State Freight Rail Plan. Mitigation of the negative affects to freight rail service have not yet been resolved, although the FRA is in the process of developing a master plan (under Section 4 of the Amtrak Authorization and Development Act) to identify measures to manage adverse impacts on other users of the NEC mainline. In the 1994 Transportation Bill, the Appropriations Committee recommends that the FRA and Amtrak work with the state, local, and private officals to address this issue.

Specific Comments:

1 • p.ES-9, ES.5 Environmental Impacts, ES.5.2.6 Transportation: Speaks of the potential adverse impacts to the P&W operations but fails to address impacts from:

a. existing freight users switching to truck mode; and

b. potential and current truck shippers (import autos) switching to freight rail mode

2 • p.ES-10, ES.5.2.7 Air Quality: There is no mention of potential adverse impacts on air quality from switching current freight traffic to trucks.

• p.2-14, 2.4.2.6 Bridge Modifications: The second paragraph states that Amtrak proposes to maintain sufficient clearance between the track and catenary so that all passenger and freight operations currently operating on the NEC can continue. In fact the minimum clearance under an overhead obstruction will be reduced by about a 2.5 ft. min clearance for the electric catenary as shown in Figure 2.4-4. As an example, this would reduce a 19.21 ft. overhead clearance to 16.71 ft.

3 • p.3-2, 3.1.1.3 Applicable Rhode Island Regulations Policies and Guide Lines: This section should include the Rhode Island Freight Rail Plan, Element #661 of the State Guide Plan goals and policies.

4 • p3-5, 3.2 Socioeconomics, 3.2.2 Employment: Does not account for potential of employment losses resulting from curtailment of freight rail service to existing customers along Shore Line.

5 • p.3-18, 3.9.1.2. Freight Service Clearance Requirements: Reference should be made to P&W's Increased Overhead Clearance Study Central Falls to Davisville.

6 • p4-3, 4.2.3 Socioeconomic Impacts: The impacts to freight rail operations in Rhode Island are not assessed. Benefits in permanent employment, all of which would be in Connecticut and Massachusetts, are more than offset by Rhode Island's loss of employment in manufacturing activity that is freight rail dependent.

7 • p.4-23, Energy: The increase in petroleum usage resulting from switching current shipments from freight rail to truck is not calculated.

8 • p4-28, 4.9 Transportation, Traffic and Circulation: Like the impacts on energy, by failing to account for the switch from freight rail to truck the DEIS fails to assess the impacts of increased truck traffic on the transportation system.

9 • p.4-33, 4.9.4.2 Operational Impacts on Freight Rail: This section recognizes the negative impacts of the NEC improvements on freight rail operations, businesses dependent upon freight rail and plans to develop Quonset Point/Davisville. However, the DEIS fails to assess or recommend measures to mitigate these negative impacts.

• p.5-22, Summary of Impacts, Mitigation and Permit Requirements: Description of the Program Master Plan is placed at end of document rather than the beginning which makes analysis of impacts on freight rail even more confusing.

Conclusions:

The Draft Environmental Impact Statement/Report on the North East Corridor Improvement Project (NECIP) fails to assess the environmental and socioeconomic impacts of the project on current and proposed Rhode Island freight rail operations and therefore fails to meet the requirements of the National Environmental Policy Act(NEPA) of 1969. The document appears to accept the P&W Railroad's contention that the NECIP, as proposed, would cause considerable loss to the company's revenue and lead to the eventual abandonment of freight rail service along the Shore Line (p5-22). The document does not assess the impacts of this loss of service and therefore offers no measures to mitigate negative impacts, but rather points to the development of a Program Master Plan to coordinate the needs of both proposed passenger and freight modes. In its failure to assess the impacts of the NECIP on freight modes, the document also fails to lay the basis for mitigation measures that should be part of the Program Master Plan.

R12-6

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Environmental Management
OFFICE OF THE ASSOCIATE DIRECTOR
Planning and Administration Services
83 Park Street
Providence, R.I. 02903-1037
(401) 277-2776 (voice)
(401) 277-6800 (TDD)
(401) 277-1181 (fax)

RECEIVED gam

USDOT/RSPA
Volpe National Transportation Systems Center
ATTENTION: NEC Electrification, Glen Goulet
DTS-77, Kendall Square
Cambridge, MA 02142-1093

January 20, 1994

Subject: Draft Environmental Impact Statement - Northeast Corridor Improvement Project Electrification

Dear Mr. Goulet:

The purpose of this letter is to provide additional comments on the Northeast Corridor Improvement Project to supplement those provided in the Rhode Island Department of Environmental Management's (RIDEM) letter to you dated December 3, 1993. These comments elaborate upon RIDEM's concerns relating to the electrification project as it affects the Great Swamp Wildlife Management Area.

1 1. Section 4.12.3.2 identifies the Kingston paralleling station which is in the Great Swamp Management Area as a high value wildlife habitat site. The area is next to the existing track and in a woodland between Great Neck Road and the existing track. The land in this Management Area was purchased, developed and maintained with Pittman Robertson funding as federal aid to wildlife restoration. Therefore, this site is dedicated for use as a state owned wildlife management land and other non-compatible uses, perhaps including a paralleling station, would not be allowed by the state or federal government. If no practical alternative to this site exists, Amtrack may seek exemption from this requirement from RIDEM's Division of Fish, Wildlife and Estuarine Resources (FWER) with the concurrence of the federal Fish and Wildlife Bureau. Amtrak could be advised by the federal government to seek another location for the station.

2 2. If the paralleling station is located in the Great Swamp, mitigation should include avoidance of the large 48" plus diameter oak tree at the site. Construction should be as close to the tracks as possible to minimize woodland disturbance. Impacts associated with the facility and the access road and mitigation measures

proposed should be presented to RIDEM for review and comment.

3 3. Osprey are a Rhode Island species of special interest and several of these birds breed and rear young in the Great Swamp. Timing of construction to avoid disturbance is critical. Construction disturbance in the area should be avoided during the period of March 15 to August 15 of any year. Osprey also nest on utility poles so the proposed catenary could attract nesting birds. Electrocution or other injury to these birds is a possibility that should be addressed. The location of the substation should not affect the osprey.

4 4. No expansion of the existing railbed that runs through the management area should occur without prior review by RIDEM.

5 5. RIDEM recommends against fencing of the railbed as it runs through the Great Swamp unless absolutely necessary for public safety. If fencing is required, mitigation would need to be provided. It should be noted that the area is forested land and swamp and is not in close proximity to human habitations.

In conclusion, RIDEM suggests that the applicants meet with our Division of Fish, Wildlife and Estuarine Resources and other appropriate RIDEM programs to discuss the issues raised in this letter. The RIDEM Office of Environmental Coordination would be happy to arrange such a meeting. Please contact Carolyn Weymouth, at the Office of Environmental Coordination in this regard. That telephone number is (401) 277-3434.

Thank you for your consideration of these remarks.

Sincerely,

Frederick J. Vincent

Frederick J. Vincent

cc: L. Durfee
D. Borden
D. Varin
F. Vincent

FV/cgw
N:\NONPOINT\OEC\TRAINS\DEIS

R12-7

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION
Old State House
150 Benefit Street
Providence, Rhode Island 02903
401-277-2678 • FAX 401-277-2968 • TDD 401-277-3700

RECEIVED

February 18, 1994

Mr. Glenn Goulet
US Department of Transportation
Transportation Systems Center
Kendall Square
Cambridge, MA 02142

Re: Northeast Corridor Electrification Project
Rhode Island

Dear Mr. Goulet:

1 As you know, the Rhode Island Historical Preservation Commission has been consulting with you regarding the electrification of the Northeast Corridor and the project's potential impacts on significant cultural resources. In order for us to assess project impacts and methods to avoid or mitigate adverse effect to historic resources, we will need to review more information on the following aspects of the project.

Catenary Poles - Where pole locations have been selected in historically sensitive areas, we will need to review these locations for potential impact. These locations are:

Westerly Train Station (Milepost 141.60);
Shannock National Register Historic District (Milepost 153.50);
Kenyon Historic District (Milepost 154.04);
Kingston Train Station (Milepost 158.20);
East Greenwich National Register Historic District (Milepost 171.8 to 172.25);
Gorham Factory Complex (Milepost 181.70); and
Downtown Providence (Mileposts 184.90 to 185.80).

We will also need to see information on the appearance of the portals which we understand will probably be used in Providence.

Electrical Stations - More detailed information is needed on the site plans and design of the electrical stations in Exeter and in the vicinity of the Gorham factory in Providence.

Kenyon School Road Bridge - We will need to review proposed plans for this bridge reconstruction in the planning stage to determine what impacts may need to be addressed.

Pawtuxet River and Blackstone River Bridges - We will need to see detailed plans for the proposed catenary installations on these bridges to determine whether this will create a significant impact to the bridges.

Protective Bridge Barriers - As we have discussed, the proposed installation of solid barriers on every bridge that crosses over the catenary has the potential to adversely affect historic bridges, such as the West Street Bridge, Westerly, as well as historic districts where the bridges occupy visually prominent locations such as the Shannock National Register Historic District, Charlestown and Richmond. In order to address these potential impacts we will need to consult with you and the project designers on possible means to eliminate or reduce the visual intrusiveness of these barriers. The use of a horizontal barrier or shelf over the wires, alternative materials such as wire mesh or steel railings in a vertical barrier or an interior or exterior truss to which the barrier could be attached are some of the design solutions which could be considered.

In addition to these areas of concern we also wish to confirm the following facts.

Kingston Train Station - It is our understanding that the impacts to the Kingston Station including the proposed relocation of the building will be taken into account in the separate project review and Section 106 consultation now ongoing between this office and the Rhode Island DOT.

Westerly Train Station - It is our understanding that no structural changes to the Westerly Station buildings are included in the electrification project.

These questions and comments are made in accordance with Section 106 of the National Historic Preservation Act. We look forward to continuing to work with you on this important undertaking.

Sincerely,

Richard E. Greenwood
Senior Historic Preservation Specialist
Environmental Coordinator

(1:71)

RI 2-8

TESTIMONY TO THE FEDERAL RAILROAD ADMINISTRATION ON THE DRAFT EIS NORTHEAST CORRIDOR IMPROVEMENT PROJECT - NEW HAVEN, CT. AND BOSTON, MA.

RI Department of Economic Development
RI Port Authority

To: FRA Hearing Officer of the Amtrak EIS public hearing
Date: November 17, 1993 at 2:00 p.m.
Place: City of Cranston Public Library Building

From: RI Department of Economic Development
RI Port Authority and Economic Development Corporation

Re: Testimony on the Economic Impact of the proposed Electrification of the rhode Island portion of the Northeast Rail Corridor.

I would like to thank the Federal Railroad Administration (FRA) for allowing the Rhode Island Department of Economic Development and the Rhode Island Port Authority to present the economic impacts that would make themselves evident if Amtrak is allowed to construct the cantanary system in the locations that are presented in the Draft EIS to electrify the Northeast Rail Corridor, specifically that portion of the rail that traverses through Rhode Island.

I would like to begin by saying that the department supports the electrification of the Northeast Rail Corridor. We feel that an improved, high speed rail system would provide an alternative to the automobile and the airplane. We see high speed rail as a viable alternative to move people from city to city efficiently and at a reasonable cost.

However, with all due respect to the proposed passenger rail project, the Draft EIS does not address a vital and most integral part of a complete rail system as everyone knows it -- that being freight rail. Since the early history of our expanding country, freight rail has and continues to provide the most efficient means of moving bulk goods ranging from foodstuffs to raw materials to finished goods throughout the continental United States at a reasonable cost.

The proposed electrification project would impact approximately 22 miles of rail track located between the Quonset Point/Davisville Industrial Park and the Boston Switch located in Cumberland, RI. On this stretch of rail, the Draft EIS proposes to reduce the number of freight hours that can be utilized to deliver products to its customers, thus minimizing the window of freight hauls to customers. This would create a severe economic disadvantage that would affect the revenues of the state, private industry and create a loss of jobs that could be catastrophic to the state's economy. Before we proceed any further with the plans for the QP/D industrial park, I would like to point out that according to our estimates, the future needs for regular freight service along the 22 mile stretch of track, if allowed to proceed unhindered, is projected to double in daily freight movements by 1997. The economic impact form 18 f the 23 rail customers substantiating the above statement indicates the following:

Direct Jobs	5,142
Estimated Indirect Jobs[1]	10,167
Estimated Direct and Indirect Wages	$419,567,142
Estimated State Revenue[2]	$ 73,210, 271

[1]Based on U.S. Bureau of Economic Analysis, Direct Effect Multipliers for RI, May 1992.
[2]Based on an estimate $174.94 of revenue per $1,000 of income.

Let me begin by summarizing an event that took place approximately 20 years ago in our state that plunged our economy into chaos and severely hampered an economic recovery for years to come.

In April, 1973, the U.S. Navy announced that it would remove its Surface Fleet from Newport, Rhode Island, within six months and close the Quonset Point Naval Air Station by the summer, 1975. In a state whose total workforce numbered only 415,000, the impact of that announcement was swift and substantial.

Rhode Island's seasonally adjusted unemployment rate rose nearly 20 percent in the five months following the announcement. Our unemployment rate rose another 15 percent over the next eighteen months. The Navy laid off 6,000 civilians. The secondary impact resulted in the loss of another 1,600 primary jobs. 17,000 military personnel were transferred, followed by an additional 13,000 military dependents. The unemployment rate jumped to 18% and affected the entire state population, from Aquidneck Island (Newport County) to communities surrounding the Quonset Point area. Within two years, the Navy reduced its annual cash flow into Rhode Island by nearly 300 million dollars. This represented a loss of 6 percent of the 1972 gross state product. That same year (1972), Rhode Island trailed the nation by only $9 per capita personal income. Two years later, we trailed by $138. In 1974, our per capita personal income trailed neighboring Massachusetts and Connecticut by $533 and $1,109 respectively. The overall impact of the fleet withdrawal and the closing of the Naval Air Station reduced state tax revenues by 8 million dollars within two years.

The Navy's announcement in April, 1973, certainly changed Rhode Island's attitude toward economic development and industrial recruitment. We had to take measures to assure that the lost employment base was replaced as quickly as possible so that mass unemployment did not occur and so that lost or potentially lost revenues to the State and local governments were made up as quickly as possible.

Part of the State's response was to begin negotiations to purchase Quonset Point Naval Air Station from the General Services Administration. In 1978, Rhode Island banks committed $4 million as na interest only loan that allowed the RI Port Authority to purchase the first 110 acre parcel from the GSA for #3.1 million. This transaction was completed on November 20, 1978, and allowed the Electric Boat Division of General Dynamics to begin operations in Rhode Island.

In 1979, rhode Island voters passed a $25 million bond referendum that allowed the Port Authority to pay off the loan from the banks and to purchase from the GSA in September, 1980, an additional 1, 176 acres and miscellaneous equipment for $8.8 million. The demolition of selected buildings and improving the infrastructure has cost millions more.

Today the Quonset Point/Davisville Industrial Park Complex, managed by the RI Port Authority is a full service industrial park developed on former U.S. Navy land in North Kingstown, Rhode Island. Quonset point is located on U.S. Route 1, less than 10 minutes from the northeast's main transportation artery, I-95. Within the park is the Quonset point State Airport, that can handle everything from private planes to cargo aircraft. Three deep water piers, with over 6, 800 lineal feet of dockage are available for general cargo. in addition, freight rail service is provided by the Park's own rail switching company (Seaview Railroad) connecting directly to the New York -- Boston mainline of AMTRAK via the Providence & Worcester Railroad, which we will elude to shortly.

There are approximately 75 Park tenants with a partial list that includes: General Dynamics, Electric Boat Division, Stanley Bostich of the Stanley Works, Toray Plastics America, American Shipyard, Narragansett Publishing, Ocean State Jobbers, North Atlantic Distribution Company (NORAD), Savema/Castellucci, New England Stone, and BB&S Treated Lumber Company.

In 1991, the Federal Government through the Federal Base Closure Act announced that the U.S. Construction Battalion Center base (CBC or Seabees as they are more commonly known) would be

closed. The state and local governments stand to inherit over 1,000 additional acres for a variety of uses. The Navy created a "Base Reuse Committee" comprised of public and private sector members to draft a land use plan acceptable to all interested parties. The Base Reuse Committee has determined that a high percentage of the property shall be used for industrial purposes. The Port Authority is in line to receive 525 acres for industrial development purposes to which it can generate sales and leases of property to industrial users to promote economic development activities that will generate jobs and tax revenue of the state and the Town of North Kingstown -- the Park's host community.

The 525 acres consist of a number of large warehouses and general purpose buildings complete with rail siding. As a matter of fact, of the 23 total miles of QP/D internal rail lines, the Navy has maintained 12 miles for its own use since WWII; while the remaining 11 miles has been used by the park's tenants. Consequently, the best rail siding sites have been in the Navy's hands and will revert to the Port Authority in March of 1994. With all of these tremendous assets transferring to the Port Authority, Town of North Kingstown and other groups, the Base Reuse Committee has also been meeting to create a master plan for the park. Several consultants were hired to assist it with this monumental task. one consultant was Mercer management Consulting, a specialist in port related marketing/management activities and the PHH Fantus Group to draft a marketing plan for the entire park. Both consultants have recently finished their work and the State of Rhode Island through the Department of Economic Development and RI Port Authority have begun to market the new found industrial land in conjunction with the older portion of the Park.

As a result of this coordinated effort, Governor Bruce Sundlun has determined that:

1. QP/D is the administration's top economic Development priority
2. The expansion and modernization of the freight rail system (QP/D to the Boston Switch) is necessary to achieve this goal and create the next level of jobs needed for Rhode Island citizens

The rail system upgrade is necessary to accommodate triple stack auto carriers and double stack container rail cars. one of the park's biggest users is an automobile importation business called NORAD. in 1992, NORAD imported over 30,000 automobiles for SAAB. Chrysler and Volkswagen. The company is projected to handle over 45,000 units in 1993. According to Mercer Management Consulting, this type of commodity generates approximately $476 per automobiles for the economy (includes direct and indirect impacts). Again, according to the Mercer study, if rail height and width restrictions were eliminated, the Quonset Point/Davisville industrial Park could lure anywhere from 95,000 to 215,000 automobiles with triple stack rail capabilities while generating an estimated annual economic impact ranging from $45.2 million to $102.3 million with 784 to 1,774 jobs created. If QP/D had triple stack rail capability with a regional intermodal terminal for exporting cars abroad, the new range of cars handled by such a facility could range from 470,000 to 720,000 generating an estimated annual economic impact of $223.7 million to #342.7 million while creating an estimated 3,878 to 5,940 jobs. The number of cars handled by rail would be roughly 30% of the total, whereby the estimate ranges from 141,000 to 216,000 automobiles.

I would like to point out to the group present today, that NORAD in 1993 lost Chrysler and in 1992 lost Volkswagen to the Ports of Baltimore, Maryland and Wilmington, Delaware due to the availability of tri-level carriers at those facilities. However, we were told by the car manufacturers that had QP/D had the triple stack capability, both manufacturers would not have left. Coincidentally, the Northeast market for imports is approximately 25% of the total U.S. consumption. Not to mention that two neighboring markets, namely the Midwest at 18% and Southeast at 22% of market share respectively total 65% of the U.S. market share and are easily accessible by rail.

Additional potential markets that we feel are conducive to the development of the QP/D area and rely extensively on rail include creation of a domestic intermodal container facility, transloading of aggregrate (sand, gravel, and rock) from rail cars to barges, which began last year and has been successful to date.

In summary, the 22 miles of freight rail line from the Boston Switch to Quonset Point/Davisville industrial Park is valuable to the state's manufacturing economy, which accounts for 21% of the state's total employment base, and specifically for future job growth. Modern, dependable, and flexible rail freight service is vital to future economic growth in Rhode Island because one-third of the state's prime industrial land is located in the Quonset Point/Davisville Industrial Park. The primary industries likely to be drawn to the Park, including auto imports/exports, domestic containerization and aggregate transloading, require vertical clearance sufficient for tri-level auto racks and double stack cars, as well as sufficient capacity to insure dependable and flexible freight rail movements.

In addition, the state has invested over #3.5 million in roads, $10 million in a waste water treatment facility and is poised to invest over $23 million in other port and park infrastructure needs. This investment along with the new 115 KVA lines brought in by the Narragansett Electric Company, coupled with the transfer of the U.S. Navy property, which boast some of the premier industrial land with rail siding on the east coast, could go to waste if rail does not follow suit. Subsequently, we feel that the timing is right for Amtrak to consider these facts prior to any taxpayer dollars being spent on the electrification system. To do underwise would be a travesty. If irate taxpayers, acting through their congressional and state delegations were ever to investigate, then Amtrak would be held solely accountable to explain their actions and spending policies to the U.S. Congress.

R12-9

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION
Old State House
150 Benefit Street
Providence, Rhode Island 02903
401-277-2678 • FAX 401-277-2968 • TDD 401-277-3700

RECEIVED

November 24, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Re: DEIS/R, Northeast Corridor Improvement Project
Electrification - New Haven, CT to Boston, MA

Dear Mr. Goulet:

The Rhode Island Historical Preservation Commission staff has reviewed the above-referenced environmental impact statement/report as it pertains to Rhode Island. Our comments are as follows.

It is our finding that the historic and archaeological resources surveys carried out for this report have provided thorough identification of the cultural resources in the project corridor. A number of these resources are noted as possibly or probably eligible for the National Register of Historic Places. As the project proceeds, it will be necessary to make final decisions on the national Register status of such resources affected by the project.

Historic Resources We find that the assessment of potential impacts to above-ground resources is generally accurate. In the case of the above-ground cultural resources, the impacts fall into four categories: visual impacts from the catenary; visual impacts from the electrical stations; direct impacts to bridges for overhead clearance, and direct impacts to bridges from protective barriers or catenary installation.

Catenary There are five outstanding locations along the Rhode Island corridor where the density of historic resources and sensitivity of the viewshed will necessitate careful evaluation of the catenary installation. The first is the East Greenwich National Register Historic District (Mileposts 171.8 to 172.25), where the corridor runs through the center of the district. The

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second is in the immediate vicinity of the Providence Station (Mileposts 184.90 - 185.80) where there are significant views across the corridor of the Rhode Island State House, the College Hill National Register Historic District and the Downtown Providence National Register Historic District.

In addition to these two historic areas, the other sensitive locations where placement of the catenary poles will require careful planning to avoid adverse effects are: Westerly Train Station (Milepost 141.60); Shannock National Register Historic District (Milepost 153.50); Kenyon (Milepost 154.04); Kingston Train Station (Milepost 158.20); and the Gorham Factory Complex (Milepost 181.70). In order to prevent the catenary system from adversely affecting the historic setting in these locations, it will be necessary to site the poles with extreme care and perhaps select a color scheme that will minimize their appearance. (1)

In the other historical locations through the corridor, we agree with the findings that the design of the catenary and existing visual complexity will result in no adverse effect to the historic resources.

(2) Electrical Stations The Exeter and Elmwood Paralleling Stations are both located adjacent to historic resources. (the Slocum Farm and Sodco, Milepost 162 and the Gorham factory complex, Milepost 181.70. We will need to review more detailed information on Station siting and design to determine whether there will be a significant effect at either location.

(3) Bridges, Overhead Clearance The proposed replacement of the Kenyon School Road Bridge (Milepost 154.04) will have an effect on the historic setting of Kenyon. We will need to review more information on the design of the replacement bridge to determine if that effect is adverse.

The Route 138 Bridge in Kingston (Milepost 158.32) would be affected by the proposed raising, as might the Kingston Station. We will need to review more information on the proposed work here to determine the effects and the possible means to avoid or mitigate them.

(4) Bridges, Protective Barriers and Catenary Installation The installation of protective barriers will affect the historic West Street Bridge (Milepost 141.67), the Hunt's River Road Bridge (Milepost 169.79), the Greenwood Railroad Bridge (Milepost 175.70) and the Central Street Pedestrian Bridge (Milepost 190). Protective bridge barriers on the Shannock Road (Hoxie) Bridge will also have a significant impact on the setting of the Shannock NRHD (Milepost 153.50). Efforts to avoid or mitigate these potential adverse effects should include alternative design studies of protective barriers or other methods of protecting the electrical system.

(5) The Pawtuxet River Railroad Bridge (Milepost 179.16) and the Blackstone River Railroad Bridge (190.55) will be affected by structural modifications to accommodate the catenary system. We will need to review more detailed information on these modifications to determine what means to avoid or mitigate are available.

Archaeological Resources The archaeologists' report provides the appropriate level of information for evaluating the archaeological sensitivity of the project impact areas. The report identifies four sensitive locations in Rhode Island: the Kingstown Paralleling Station (Milepost 157.11); the Elmwood Paralleling Station (Milepost 181.70); the Burdickville Road Bridge (Milepost 148.41); and the Kenyon School Road Bridge (Milepost 154.04).

These four locations should receive Phase I archaeological investigations to determine the presence or absence of archaeological resources. If such resources are present, Phase II studies may be required to see if these resources meet National Register criteria and therefore would require avoidance or mitigation. The Phase I and II studies need to be completed as part of the project's planning phase to insure the proper flexibility in addressing possible impacts.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions or comments, please contact Richard E. Greenwood, Project Review Coordinator for this office.

Very truly yours,

Edward F. Sanderson
Executive Director
Deputy State Historic
Preservation Officer

(5:46)

R1 3-1

THE PROVIDENCE FOUNDATION

RECEIVED 11/23/93

Action. Mailing List

November 17, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

The Providence Foundation is a not-for-profit private organization dedicated to the future of downtown Providence. The Foundation is supported by 50 businesses and institutions who collectively employ over 25,000 people.

Attached please find a copy of the Foundation's position paper on the proposed electrification of the Northeast Corridor.

I appreciate your consideration of these comments and request that the Foundation be placed on mailing lists for future notification of potential actions.

Sincerely yours,

Daniel A. Baudouin
Executive Director

DAB:cjn

Enclosure

c:necorrdr.epa

40 Exchange Terrace Providence RI 02903 401-521-3248 Telefax 401-[illegible]-1244

THE PROVIDENCE FOUNDATION

Position Paper

Northeast Corridor Improvement Project

The Providence Foundation is a not-for-profit private organization dedicated to the future of downtown Providence. The Foundation is supported by 50 businesses and institutions who collectively employ over 25,000 people.

The Foundation strongly supports Amtrak's Proposed Electrification Project. After reviewing the Draft Environmental Impact Statement, it is clear that the benefits outweigh the costs and that adverse, unmitigated environmental impacts are minor. There are many benefits with the greatest environmental benefit in the form of air quality improvements. Economically, we believe that the project will produce significant benefits for Providence and the State of Rhode Island.

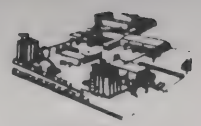
The draft study states that the time travel between New York and Boston will be less than 3 hours and that there should be 26 trains per day in each direction, 16 of which will be express trains. We encourage this increase in train service and note that time travel between Providence and Boston should be less than 30 minutes.

The draft study also discusses the adverse effect on freight service in Rhode Island. It states that a Program Master Plan is being developed to achieve Amtrak's goals while meeting the needs of other rail operators. The Rhode Island Department of Transportation and the Federal Rail Administration are cooperating in this study. The Providence Foundation encourages this type of cooperation to insure that freight service potential is not diminished or made costlier by the electrification process. The electrification and bridge design and construction should allow for planned freight rail improvements.

(1) Finally there is discussion about additional parking demand around the Providence Station due to electrification. Demand is expected to increase from 200 spaces to 665 spaces. As you may know, the train station is located in the city's new Capitol Center Project. There is ample existing and planned parking to service this demand.

30 Exchange Terrace, Providence, RI 02903 (401) 521-3248 Telefax (401) 751-2434

R13-2



Colfax INC. shortening and oils

Colfax, Inc. / 38 Colfax Street, Pawtucket, R.I. 02860 / Tel: 401-724-3800 / Fax: 401-724-4313

November 9, 1993

RECEIVED 11/23/93 gm

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Yachmetz:

I am writing to you on behalf of Colfax Inc., which is located in Pawtucket, RI and employs 109. Colfax manufactures shortenings and oils. Our company relies on freight rail service both to ship and receive goods, such as vegetable oils.

As a freight rail user, Colfax is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. We are also aware that the NECIP as currently designed will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. Colfax finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems, rather than the concrete problems they are. We believe that (1) the study must make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail service and the customers it serves.

(2) Second, as a result of the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and thus is not binding. We are aware that the drafts of this Master Plan presented to date do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Colfax and the State. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Abbott W. Dressler
Executive Vice President

AWD/cd

R13-3

The Northeast Corridor Initiative Inc.

One Citizens Plaza, Seventh Floor, Providence, Rhode Island 02903

Lincoln D. Chafee
Executive Director
Ph: 401-885-6937
Fax:401-351-3914

William G. Brody
Chairman
Ph: 401-454-1000
Fax:401-454-1030

James P. RePass
President
Ph: 617-269-5478
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Directors:

Andrew E. Asogli
Vice President, Operations
Director
Massachusetts
Principal
A&L Associates
Cambridge

David Alan Atchison
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Campbell Professor of Economics
Bates College

William G. Brody
Chairman
Director
Rhode Island
Peabody & Brown
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Edward F. Burns
Vice Chairman
Director
Rhode Island
President
Canadian Connection
Providence

Michael O.B. Cherry
Director &
Chairman,
Finance Committee
Director
Rhode Island
Principal
SCCOT Financial Group
Providence

Wayne Davis
Director
Maine
President
TrainRiders/Northeast
Portland Maine

William Dell Orfano
Director,
New Hampshire
President
Big Development Corp
Bedford, NH

Richard M. Flynn
Director
New York
Chairman
New York Power Authority
New York City

J. Joseph Garrahy, Jr
Vice Chairman
Director
Rhode Island
Former
Governor
Rhode Island

Lee F. Jackson
Director,
Massachusetts
Collector-Treasurer
City of Boston

Charles M. McCollum Jr
Director,
Connecticut
Former Chief of Staff,
Connecticut Governor's
Grasso and O'Neil,
1975-1990

Robert Pullman
Director,
New Hampshire
Businessman
and Investor

James P. RePass
President & CEO
Director
Massachusetts
& New Hampshire
Principal
RePass & Lyons
Boston

Advisors:

Lou Thompson
Washington, DC
Former Director
Federal Railway Administration,
NECIP

Peter Miller
Massachusetts
Principal
Miller Strategy Consulting
Lexington

November 10, 1993

RECEIVED
JAN 11 '93

Ms. Jolene Molitoris, Administrator
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW - Room 8206
Washington, DC 20590

Dear Administrator Molitoris:

1

The Northeast Corridor Initiative wishes to express its support for the recently completed "Draft Environmental Impact Statement/Report, Volume 1: Northeast Corridor Improvement Project Electrification - New Haven CT to Boston MA."

We believe that the John A. Volpe National Transportation Systems Center and its contractors, DMJM/Frederic R. Harris Inc., have performed a thorough analysis of the environmental effects of the modernization of Amtrak's Northeast Corridor segment from New Haven to Boston.

We would add further that the environmental and economic benefits of proceeding as rapidly as possible with this project far exceed any possible detrimental effects, especially given the improvements to air quality that may be expected once ridership on the corridor increases, due to shorter trip times that electrification and other improvements will permit and as dependence on air and highway travel diminishes. There is much evidence that the exhausts of trucks, automobiles and airplanes contain many harmful substances and carcinogens: There is no credible evidence that electrical fields cause any similar problems despite the efforts of a handful of zealots to convince people otherwise. The proof of this claim is that were there a danger, there would be plenty of statistical evidence to back it up. Electricity has been in common use for a century, yet the evidence that EMF or ELF is harmful is so sparse as to be non-existent. This is especially true when comparing such negligible effects to vehicle exhausts, whose components are known carcinogens, and cause damage to lung tissue in high concentrations.

Given the fact that much of the region is a Federal EPA non-attainment area, and heavily polluted by vehicle traffic exhausts throughout much of the day, we should - if anything - accelerate the process of electrification to not only the Northeast Corridor shoreline route between New Haven and Boston, but from New Haven to Springfield and beyond

Concerns about visual pollution expressed by Corridor modernization opponents are also completely misplaced. The modern catenary system to be used on the Corridor is *barely* larger than the trolley systems of old, with narrow-profile poles and a thin conductor and return wire arrangement. The effect of the structure on views should be negligible, if noticed at all.

The Northeast Corridor Initiative Inc. is a registered charitable nonprofit corporation under IRS Section 501(c)(3).
Contributions are tax-deductible.

Again, thank you and congratulations to the FRA and its contractors for an excellent EIS/R for the Northeast Corridor.

Sincerely,

Jim RePass
President and CEO, NCI

cc. Graham Clayton, Amtrak
David Carrol, NECIP Project Manager for Govt. Affairs
Glen Goulet, Volpe National Transportation Systems Center
DFJM/Harris, 66 Long Wharf Boston 02110
NCI Board of Directors

The Northeast Corridor Initiative
One Citizens Plaza, Seventh Floor
Providence, RI 02903
December 1, 1993

Mailed via Telecopier

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway Street
Cambridge, MA 02142-1093
Fax 617 494-2961

Dear Mr. Goulet:

This is an expansion to our previous comments on the Draft Environmental Impact Statement/Report (DEIS/R) for the proposed electrification of the Northeast Corridor mainline between New Haven, Connecticut and Boston, Massachusetts.

The Northeast Corridor Initiative was formed to advocate environmentally sound transportation as a catalyst for economic growth in the Northeast Corridor. NCI believes that electrification is essential for Boston and the entire New England region. For New England, the project will bring high speed ground transportation to its populous coastal region, and with it the opportunity for focused economic and environmentally sound development in many of the cities through which the line passes. This project will enable many short haul time sensitive air travelers to switch to rail, enabling expansion of economically essential long haul traffic without undesirable increases in the impacts of air traffic around the major airports in the region. This project will also provide the first example of a modern high speed rail line in the United States and will provide the Northeast with a competitive transportation system without increases in highway congestion or construction. NCI believes that the short term construction impacts will be far outweighed by the benefits that this project will bring to the region. Long term impacts on abutters from increased rail traffic will be counterbalanced by elimination of diesel locomotive noise and also from reduced air traffic noise along the corridor.

Completion of the electrification project is also a critical element for construction of a rail link connecting North and South Station in Boston as part of the Central Artery/Third Harbor Tunnel project. Electric operation is essential to this link. Completion of the New Haven to Boston electrification by 1998 will strengthen the case for completing the rail link concurrently with the Central Artery. The rail link is essential for economic growth in Maine, New Hampshire and Vermont.

An issue not fully addressed in the DEIS/R which should be resolved quickly is that of freight clearances and continued freight rail access to on-line industries. The New England region cannot fully participate in the logistics revolution created by rail doublestack operations without adequate clearances, particularly to the Port of Boston and Rhode Island. Timely and reliable delivery of freight cars to on-line industries will continue to be important. Resolution of these issues is extremely important, but should not be used as an excuse to delay the project. NCI endorses the DEIS/R and hopes that the environmental review process will be completed in an expeditious manner so that construction can begin in 1994.

Very truly yours,

Jim RePass

James P. RePass
President

RI3-4

Seafreeze Ltd.

100 Davisville Pier
North Kingstown, R.I., 02852
Tel. (401) 295-2585 Telex: 325114
FAX. (401) 295-5825

November 16, 1993

RECEIVED
gm 11/23

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I am writing to you on behalf of Seafreeze Ltd, a vertically integrated seafood producer/distributor located in the Quonsett-Davisville Industrial Park in North Kingstown, Rhode Island. Seafreeze currently utilizes freight rail service to ship a portion of our production, and I predict that this means of transportation will become increasing important to our company.

As a freight rail user, Seafreeze is very concerned about the potentially negative impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. We are also aware that the NECIP as currently designed will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjucntion with the electrification project. Seafreeze finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems, rather than the concrete problems they are. We (1) believe that the study must make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail service and the customers it serves.

(2) Second, as a result of the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include such measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and thus is not binding. We are aware that the drafts of this Master Plan presented to date do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequatley the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Seafreeze and the State. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to our concerns.

Sincerely,

Brian A. Sweeney
General Manager

cc: Senator John Chafee
Senator Claiborn Pell
Congressman Jack Reed
Congressman Ron Machtley

R13-5

g.m. Gannon Co., Inc.

3134 POST ROAD, WARWICK, R.I. 02887 (401) 738-2200

November 15, 1993

Mr. Mark Yachmetz
RDV - 8
Office of Railroad Development
Federal Railroad Administration
U.S. DEPARTMENT OF TRANSPORTATION
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Yachmetz,

I am writing to you on behalf of the G. M. Gannon Company which is located in Warwick and Cranston, Rhode Island. G. M. Gannon Company is a distributor and packager of industrial chemicals Our company relies heavily on rail freight service. Our existence would be in peril without efficient rail freight

G M. Gannon Company receives rail cars from all over the U. S. and Canada. Last year we received approximately 20,000 tons (40 million pounds) of industrial chemicals by rail freight. All of this material is distributed to several hundred of our customers in the southern New England

G. M. Gannon Company is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region We are already aware that the (NECIP) will cause significant increases in the time it takes to move freight cars and restrictions on rail freight use of the main line will only allow nighttime movement and placement. These restrictions will effect our operations and cause us to bear increased cost whenever we receive rail freight.

The draft Environmental and Economic Import Study released by your office does not address the reality of the impact on our operations The electrification project will alter the way rail freight is normally received and will effect our effectiveness and safety.

1

We believe that the study should include plans to accommodate modern rail freight. One of these plans would include the addition of a third track and passing sidings that would mitigate the effects of (NECIP) on rail freight service.

g.m. Gannon Co., Inc.

Continued from Page 1.
Mr. Mark Yachmetz
U.S. DEPT. OF TRANSPORTATION
November 15, 1993

The impact study defers the issue of the problems created for freight rail traffic to the Master Plan. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings. We understand that the drafts to the Master Plan presented to date do no provide a meaningful analysis of the impacts of the project on freight service We are fearful that the need for quality freight service is being overlooked and no provisions are being presented that will protect our current and future freight service.

G. M. Gannon Company and the hundreds of companies we provide industrial chemicals to could be adversely effect by (NECIP). I believe that a higher cost of receiving freight that could result from (NECIP) would place our State of Rhode Island in a non competitive situation and have long term negative impact on our industrial base.

We hope you will consider our comments as work proceeds on this project The addition of a third track for freight car service is vitally important and should be a part of the Master Plan

Sincerely,

G. M. GANNON CO., INC.

Gerald M. Gannon
President

GMG/lor

cc: Mr. Glenn Goulet, DTS-72
U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

R13-6

Johnson Bros. Of R.I. Co.
One Compass Circle
P.O. Box 802
West Davisville, RI 02852
Telephone: (401) 294-6610 Telecopier: (401) 294-3940
Watts: 1-800-358-1616

RECEIVED
JM 11/23

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U.S. Department of Transportation
400 Seventh St., SW
Washington, DC 20590

Dear Mr. Yachmetz:

I am writing to you on behalf of Johnson Bros. of R.I. Co., which is located in Davisville, R.I. and employs 26 people in the wholesale wine business. Our company relies on freight rail service to receive our wine from Modesto, California.

As a freight rail user, Johnson Bros. of R.I. Co. is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. We are also aware that the NECIP as currently designed will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. Johnson Bros. of R.I. finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems, rather than the concrete problems they are. We believe that the study must make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail service and the customers it serves.

1

Second, as a result of the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigation measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

2

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and thus is not binding. We are aware that the drafts of this Master Plan presented to date do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Johnson Bros. of R.I. and the State. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Peter A. Brenot
/pa/mp

R13-7

Narragansett Electric
A New England Electric System company

The Narragansett Electric Company,
280 Melrose Street
P.O. Box 1438
Providence, Rhode Island 02901-1438
Telephone (401) 94[illegible]-1400

November 10, 1993

RECEIVED
JPM 11/23

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Yachmetz:

Many of the customers of the Narragansett Electric Company rely on freight rail service both to ship and receive goods. We are very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service to our customers. The adverse impacts include significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to night time operations. These impacts will place a significant burden on Rhode Island companies in terms of additional costs and inefficiencies. The NECIP as currently designed will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification program. The study does not make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail service and the customers it serves.

1 The study should include mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing
2 sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. The draft Master Plan fails to recognize adequately the needs of

freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to economic development in Rhode Island and I hope that you will consider these comments as work on the study proceeds.

Very truly yours,

William Watkins

William Watkins, Jr.
Executive Vice President and
Director of Economic Development

R13-8

GEORGE MANN & CO., INC.

SINCE 1921 P.O. BOX 9066 • PROVIDENCE, RHODE ISLAND 02940

MAIN OFFICE AND PLANT
HARBORSIDE BOULEVARD MUNICIPAL DOCK
TELEPHONE 401-781 5600 FAX 401-461-1140

BRANCH OFFICE AND PLANT
P.O. BOX 231
105 CENTRAL STREET STONEHAM MASS 02180
TELEPHONE 617-438 1335 FAX 617-438 6685

RECEIVED 11/29/93 jm

November 24, 1993

Mr. Glen Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I am writing to you on behalf of George Mann & Co., Inc., which is located in Providence, Rhode Island and employs 100 people. George Mann & Co. relies upon rail freight to supply our manufacturing and distribution business, to both ship and receive goods such as, Caustic Soda, Muriatic Acid, Sulfuric Acid, Chlorine and Anhydrous Ammonia...approximately 400 cars per year. Without the rail freight we would be forced to discontinue the operations.

As a freight rail user, George Mann & Co., Inc. is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. We are also aware that the NECIP, as currently designed, will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. George Mann & Co., Inc. finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems, rather than the concrete

(1) problems they are. We believe that the study must make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail service and the customers it serves.

(2) Second, as a result of the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of a third track and passing sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and thus is not binding. We are aware that the drafts of this Master Plan presented to date do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately, the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to George Mann & Co., Inc., and the State. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Billings L. Mann, Jr.

Billings L. Mann, Jr.
Vice President-Secretary
:cah

cc: Heidi J. Eddins

R13-9

RECEIVED

NORAD

North Atlantic Distribution Inc.
Davisville Industrial Park
100 Tidal Drive
North Kingstown, Rhode Island 02852
Tel. 401-885-6663

November 23, 1993

Mr. Glenn Goulet
DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

I am writing to you on behalf of North Atlantic Distribution, which is located in North Kingstown, RI and employs 150 employees. We are involved in automobile processing and transportation. Our company relies on freight rail services both to ship and receive automobiles.

As a freight rail user, North Atlantic Distribution is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail services will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. We are also aware that the NECIP as currently designed will preclude the introduction of modern freight rail services as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. North Atlantic Distribution finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems, rather than the (1) concrete problems they are. We believe that the study must make clear that, in its current form, the electrification project will indeed have a serious adverse impact on freight rail services and the customers it services.

Second, as a result of the speculative nature in which freight rail issues are addressed, the study offers no recommendations for (2) mitigating measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail services to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and thus is not binding. We are aware that the drafts of this Master Plan presented to date do not provide meaningful analysis of the impacts of the project on the freight services and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to North Atlantic Distribution and the State. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Michael Miranda
President

R13-10

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November 24, 1993

Glenn Goulet
USDOT/RSPA
Volpe National Transportation Center
55 Broadway, Kendell Square
Cambridge, MA 02142

Dear Mr. Goulet,

Save the Bay has read the draft Environmental Impact statement Report Volume I of the Northeast Corridor Improvement Project Electrification, and in general finds it adequate for addressing possible environmental impacts.

However, we did not notice the mention of tidal disconnections in the corridor. We feel this is the appropriate project to correct the errors of the past or at least prove to us that this is not environmentally beneficial.

(1) We also have some concern that when the project is being built that commuter service will be interrupted. There should be a plan to provide an alternate means of mass transit, so as not to have a negative air quality impact during construction generated by the use of single occupancy vehicles.

(2) We are in favor of improving and keeping freight in this corridor and would like to see small business in RI not be penalized by having to run their freight at night. If freight is abandoned in our state, it would mean 70,000 addition truck trips annually, that is to say with no new growth. The highways are already desperately congested, more trucks would be disastrous.

Sincerely,

Alison Walsh
Issues Coordinator

SAVE THE BAY

SAVE THE BAY 111 South Street Providence Rhode Island 02903-3770 (401) 272-3540 FAX (401) 273-7151

printed on recycled paper

R13-11

GREATER PROVIDENCE CHAMBER OF COMMERCE
FOUNDED IN 1868

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STATEMENT OF JANET WHITE, VICE PRESIDENT, ECONOMIC DEVELOPMENT FOR THE GREATER PROVIDENCE CHAMBER OF COMMERCE REGARDING THE ELECTRIFICATION OF THE NORTHEAST CORRIDOR PROJECT

THANK YOU FOR THE OPPORTUNITY TO SPEAK TO YOU ABOUT IMPROVED RAIL SERVICE AND THE PROPOSED ELECTRIFICATION OF THE NORTHEAST CORRIDOR.

THE GREATER PROVIDENCE CHAMBER OF COMMERCE IS THE STATE'S LARGEST BUSINESS ASSOCIATION, REPRESENTING OVER 2,400 BUSINESSES LOCATED IN THIRTY-EIGHT OF THE STATE'S THIRTY-NINE CITIES AND TOWNS IN RHODE ISLAND. THE GREATER PROVIDENCE CHAMBER SUPPORTS THE EFFORTS OF AMTRAK AND THE FEDERAL RAIL ADMINISTRATION TO IMPROVE PASSENGER RAIL SERVICE ALONG THE NORTHEAST CORRIDOR. WE SUPPORT THE ELECTRIFICATION PROJECT FOR SEVERAL REASONS:

* IMPROVEMENTS WILL RESULT IN REDUCED TRAVEL TIME FROM BOSTON TO NEW YORK
* THE PROJECT WILL HAVE A POSITIVE IMPACT ON EMPLOYMENT AND INCOME
* NOT ONLY WILL TRAVEL TIME BE REDUCED, BUT THE PROJECT WILL RESULT IN ENERGY AND AIR QUALITY BENEFITS

FROM AN ECONOMIC DEVELOPMENT PERSPECTIVE, THE ELECTRIFICATION OF THE NORTHEAST CORRIDOR WILL IMPROVE BUSINESS OPPORTUNITIES IN THE NORTHEAST AND ENCOURAGE MORE BUSINESS TRANSACTIONS AMONG NEW ENGLAND FIRMS.

HOWEVER, THE CHAMBER ALSO RECOGNIZES THE CHALLENGES POSED BY THE ELECTRIFICATION PROJECT UPON FREIGHT RAIL SERVICE IN RHODE ISLAND. THIS IS A MAJOR ECONOMIC DEVELOPMENT ISSUE AND ONE WHICH THE CHAMBER IS VERY CONCERNED ABOUT.

IT IS OUR UNDERSTANDING THAT AS A RESULT OF THE ELECTRIFICATION PROJECT, ANY NEW RAIL FREIGHT SERVICE WILL BE RESTRICTED TO NIGHTTIME OPERATIONS WHICH WILL SIGNIFICANTLY INCREASE THE COSTS OF SHIPPING PRODUCTS VIA RAIL. TIME DELAYS FOR ALL FREIGHT SHIPMENTS ARE ANTICIPATED. THESE IMPACT A COMPANY'S BOTTOM LINE AND IMPACT UPON THE COST OF DOING BUSINESS IN RHODE ISLAND. AS STATED IN THE DRAFT EIS, "...SOME POTENTIAL SHIPPERS MAY LOCATE IN OTHER AREAS WITH MORE FAVORABLE TRANSPORTATION SERVICES." RHODE ISLAND CAN ILL AFFORD THE LOSS OF BUSINESSES AND JOBS MOVING TO OTHER STATES BECAUSE OF TRANSPORTATION ISSUES. AS EVIDENCE OF THE IMPACT ALREADY, RHODE ISLAND'S AUTOMOBILE IMPORT/EXPORT INDUSTRY LOST THE BUSINESS OF BOTH VOLKSWAGEN AND CHRYSLER AT THE QUONSET POINT/DAVISVILLE PORT DUE TO A LACK OF AVAILABLE MODERN FREIGHT SERVICE.

Greater Providence Chamber of Commerce
30 Exchange Terrace Providence Rhode Island 02903-1793 (401) 521-5000 Fax (401) 751-2434

THE POTENTIAL ECONOMIC IMPACTS OF PROVIDING A MODERN, EFFICIENT FREIGHT RAIL SERVICE IN RHODE ISLAND ARE STAGGERING. CONSIDER THE IMPACTS OF THE FUTURE DEVELOPMENT OF QUONSET POINT/DAVISVILLE, CURRENTLY SERVICED BY FREIGHT RAIL SERVICE, A PARK WHICH IS CRITICAL TO THE STATE'S FUTURE ECONOMIC VITALITY. OVER ONE-THIRD OR 800 ACRES OF PRIME INDUSTRIAL LAND AT QUONSET POINT/DAVISVILLE IS VACANT. THE JOBS ANTICIPATED FROM THE CREATION OF AN AUTOMOBILE PROCESSING CENTER AT QUONSET POINT, FOR RAIL CONTAINERIZATION GROWTH, AGGREGATE AND REGULAR LOCAL FREIGHT WILL YIELD AN ESTIMATED 16,340 TO 22,000 JOBS GENERATED OR RETAINED AND AN ANNUAL ECONOMIC IMPACT ESTIMATED AT $545 TO $847 MILLION IN WAGES, TAX REVENUES AND LEASES. HOWEVER, THE OPPORTUNITY TO PROVIDE FUTURE FREIGHT RAIL SERVICE TO NEW COMPANIES DESIRING TO LOCATE AT THE INDUSTRIAL PARK WILL BE SERIOUSLY RESTRICTED.

FOR EXAMPLE, FUTURE DEVELOPMENT POTENTIAL INCLUDES THE USE OF QUONSET POINT/DAVISVILLE AS A COMMERCIAL PORT. HOWEVER, LIMITATIONS SUCH AS INSUFFICIENT VERTICAL CLEARANCES TO ACCOMMODATE THE USE OF STATE-OF-THE-ART FREIGHT EQUIPMENT SUCH AS DOUBLE-STACK AND TRI-LEVEL AUTO CARRIERS WHICH ARE BECOMING THE INDUSTRY STANDARD, EXIST. THIS WOULD PLACE THE FREIGHT RAILROADS AT A COMPETITIVE DISADVANTAGE ACCORDING TO THE EIS.

WE SHOULD NOT TAKE A SHORT-TERM VIEW OF THE POTENTIAL IMPACTS THE ELECTRIFICATION PROJECT WILL HAVE ON FREIGHT RAIL SERVICE WHICH IF NOTHING IS DONE TO RECTIFY THE PROBLEM WILL RESULT IN ADDITIONAL COSTS IN THE LONG-TERM. LET'S PLAN FOR THIS ISSUE NOW AND ADDRESS IT IN A COMPREHENSIVE MANNER THAT ENSURES AN EFFICIENT AND MODERN PASSENGER AND FREIGHT RAIL SERVICE IN RHODE ISLAND.

THE ADDED COSTS, INCONVENIENCE AND LIMITATIONS OF THE TYPE OF FREIGHT RAIL CARS WILL HAVE A SERIOUS IMPACT ON EXISTING AND FUTURE FREIGHT RAIL MOVEMENT.

1 IT IS CRITICAL THAT THE ISSUE OF PRESERVING FREIGHT RAIL SERVICE IN RHODE ISLAND BE ADDRESSED AND I URGE AMTRAK, THE FEDERAL GOVERNMENT AND THE STATE TO WORK TOGETHER TO IDENTIFY SPECIFIC MITIGATING MEASURES TO ADDRESS THIS CRITICAL ECONOMIC DEVELOPMENT ISSUE. MEASURES SUCH AS ENSURING SUFFICIENT FREIGHT CLEARANCES AND A THIRD TRACK DEDICATED TO FREIGHT RAIL SERVICE SHOULD BE CONSIDERED IN THE ELECTRIFICATION DESIGN PLANS.

ALTHOUGH THE DRAFT EIS STUDY DISCUSSES THE "POTENTIAL" IMPACTS OF THE ELECTRIFICATION PROJECT ON FREIGHT SERVICE, THERE ARE NO ATTEMPTS TO OFFER RECOMMENDATIONS OR SOLUTIONS TO THE ISSUE. THE CHAMBER BELIEVES THAT THESE IMPACTS ARE REAL ISSUES WHICH MUST BE ADDRESSED.

PRIOR TO THE COMPLETION OF THE DESIGN OF THE ELECTRIFICATION PROJECT, A PROVISION FOR ENSURING MODERN FREIGHT SERVICE SHOULD BE INCORPORATED INTO SUCH PLANS.

ON BEHALF OF THE GREATER PROVIDENCE CHAMBER OF COMMERCE, WE URGE YOU TO INCLUDE IN THE DRAFT ENVIRONMENTAL IMPACT STUDY OF THE ELECTRIFICATION OF THE NORTHEAST CORRIDOR BETWEEN NEW HAVEN, CONNECTICUT AND BOSTON, MASSACHUSETTS THE ISSUE OF THE PRESERVATION OF RAIL FREIGHT SERVICE IN RHODE ISLAND AND TO WORK TOWARD A MUTUAL SOLUTION TO THE PROBLEM.

THANK YOU FOR THE OPPORTUNITY TO PRESENT OUR POSITION IN THIS MATTER.

R13-12

Received 11/17/93 GG

RHODE ISLAND ASSOCIATION
OF RAILROAD PASSENGERS
P.O. Box 8645
WARWICK, RI 02888-0645

October 31, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation System Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: DEIS- Northeast Corridor Improvement Project.

Dear Sir:

The Rhode Island Association of RR Passengers (RIARP) strongly supports the findings contained in the Draft EIS, that the proposed project not only does not harm the environment except for minimal effects, but that significant ecological benefits would be derived from the electrification of the line from New Haven to Boston.

If anything the report underestimates the benefits that will result from the higher speeds on Conventional Trains now running. These higher speeds will attract significant new ridership to the Kingston and Westerly train stations and at the same time will cut the cost to Amtrak of the salaries of the crews servicing those trains. Already the favorable publicity of the construction project, including the prospective new trainsets, has had a modest improvement on passenger boardings between Boston and New Haven.

There are several minor errors or oversights in the draft report that should be corrected.

1 First, the Bridge at RTE 138 in West Kingston (on 2-17 and elsewhere) is referred to as Main Street. It is actually an extension of Kingstown Road. (Main Street is located several miles away in Wakefield).

2 Second , Pettaconsett Avenue Bridge in Warwick is assumed to be in figure 4.9-3 to carrying two way traffic. In fact the bridge allows traffic to cross in only one direction (from east to west). Traffic from West to East must detour under current conditions. This situation has been in effect for many years. A new bridge when built would be wide enough to allow for two way travel. Also in describing the detour available, the map overlooks the tunnel under the tracks at Lincoln Avenue which is the easiest way to get from Jefferson Boulevard to Route 1.

Third, The proposed effects of the closure of the Bridge under Park Avenue (Fig. 4.9-2) are greatly magnified. Most of the traffic flowing along the Route between Reservoir Avenue (Route 2) and Elmwood Avenue (Route 1) is not through traffic. Much of it terminates at the Cranston High School East and Cranston City Hall. The proposed amelioration of a temporary turning lane instead of a through lane at Park and Reservoir makes no sense. Also the Bridge at Park Avenue has been in a state of deterioration such that Bus Traffic has been diverted away from the Bridge and down Wellington Avenue which passes under the Railroad Tracks and into Elmwood Avenue. This route which passes mostly by factory buildings has little if no residential population abutting it and could stand the diverted traffic while the bridge is being rebuilt.

3 Our conclusion is that this two bridges reconstruction work would cause far less impact than implied in the Draft EIS.

4 Fourth, The Paralleling Station at Providence (sic), described in Figure A18 should be renamed Woodlawn, since that is the neighborhood of Pawtucket it is located in. In fact the Lawn Tower referred in the DEIS is a contraction of Woodlawn. Since the paralleling Station within the City of Providence is described as Elmwood, changing the name to reflect its proper location will reduce confusion in the future.

5 Fifth) Page 1-7 Describes the current corridor as a mostly two track system for all but the northernmost nine miles which are comprised of three tracks and a short, four track segment with the Providence Station area. In fact there are five tracks in the Providence Station Area, and three plus tracks run between Providence and Boston Switch a distance of about seven miles. South of Providence a third track exists in several small segments. The track layout from Providence to Boston Switch effectively allows the P&W to run its freight operations separated completely from Amtrak interference. This is not the case south of Providence Station.

Sincerely yours,

STEVEN H. MUSEN
State Chairman

RI 3-13

QUEBECOR PRINTING
PROVIDENCE INC.

RECEIVED

November 16, 1993

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Yachmetz:

I am writing to you on behalf of Quebecor Printing Providence Inc., which is located in Providence, Rhode Island, and employs 210 people. The company is involved in high quality, high volume printing of newspaper Sunday magazines and advertising inserts. Our company relies heavily on freight rail service to receive goods such as rotogravure paper. We currently consume over 50,000 tons of paper annually, most of which is received by rail.

As a freight rail user, Quebecor Providence is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. Without the continuation of around the clock freight deliveries, the viability of our operation would be in question. We are also aware that the NECIP, as currently designed, will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

(1) Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. Quebecor Providence finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems rather than the concrete problems they are. We believe that the study must make clear that in its current form, the electrification project will indeed have a serious, adverse impact on freight rail service and the customers it serves.

99 West River Street • Providence, Rhode Island 02904-2817 • 401-331-1771 • Fax 401-331-5020
Member of QUEBECOR PRINTING (USA) CORP.

(2) Second, as a result or the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions, the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and, thus, is not binding. We are aware that the drafts of this Master Plan, presented to date, do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Quebecor Providence and the State of Rhode Island. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Troy S. Duprey
Pressroom Manager

TSD:sks

RI 3-14

RI-3-10

Audubon Society of Rhode Island

12 Sanderson Road
Smithfield, RI 02917-2600
(401) 231-6444

Lee C. Schisler, Jr.
Executive Director

TESTIMONY
Draft EIS
Northeast Corridor Improvement Project
Electrification - New Haven to Boston

My name is Eugenia Marks. I am Director for Research, Advocacy & Publications for the Audubon Society of Rhode Island. I hold a masters degree in Environmental Studies from Brown University.

In general Audubon Society supports efforts to improve mass transportation and to improve air quality and other environmental elements by transportation electives. We applaud savings in air emissions to the extent that this proposal projects a savings in VOCs, NOx, and carbon monoxide. We recognize that carbon dioxide, a major factor in greenhouse effect is not regulated and no estimates for CO2 emissions are listed. As an important aside, we point out that increases in travel attributable to increased population will continue to burden air quality despite improvements in technology and selected mode of travel.

National Environmental Policy Act declares among its policy to include harmonious coexistence of humans and nature; assurance for all Americans for a safe, healthful, productive, and aesthetically and culturally pleasing surroundings; wide beneficial use of the environment without degradation, risk to health or safety...; and enhancing the quality of renewable resources and achieving maximum attainable recycling.

Audubon Society was the project manager for the application for Sole Source Aquifer designation for the Wood-Pawcatuck SSA, and we appreciate your attention to precautions against spills during construction to protect groundwater quality.

(1) Because we are interested in local mass transit between loci of population within the state, we ask that the final EIS detail the conflict between local rail service and high speed intercity rail.

Furthermore, we want to support freight use of rail lines and we ask that under 3.1.1.3 "Applicable Rhode Island Regulations, Policies and Guidelines" that the State Guide Plan Element, Report 82, and the Overall Economic Development Program be included. We ask that while bridges are being reconstructed to accommodate catenary lines that the design include consideration of width and height requirements for freight.

(2) We ask that at the Richmond Switching Station (see figure A24) and at the nearby railroad bridge over the Pawcatuck River, special attention be given to preventing access and to providing caution

(over)

signs because local youngsters have been observed using the bridge as a diving platform into the river.

(3) We are concerned that the analysis of the impact to health from electro-magnetic fields is not adequate because it is not clear how far from the tracks are the sensitive receptors listed in Table 3.1-1. Teachers and health care professionals who [redacted] for durations of years be stationed in a room with higher exposure than other parts of the building. The impacts of long-term exposure to EMF are not clear, and although there is considerable background EMF, it is not understood how additional sources may contribute adversely to health. In addition to National Cancer Institute studies linking exposure to EMF with childhood leukemia, there are also studies from Norway and from the Fred Hutchinson Cancer Research Center in Seattle that correlate increased incidents of breast cancer in males and females, among them rail engine drivers and trackwalkers. We question whether any studies comparing the health of workers on the Washington to New Haven line electrified since the 1930s to the general population have been made.

(4) Although Osprey are not on the Federal Endangered List, once decimated by DDT to 7 birds in the state, they are monitored by the RI Department of Environmental Management. Our concern for Osprey populations nesting in the Great Swamp and other locations in proximity to the proposed catenary lines lead us to ask that the Great Swamp Management Area be listed under Table 3.1-1 as a sensitive receptor under Richmond and South Kingstown. In addition under Table 5.2-1, we ask that Osprey nesting on poles and flanges for catenary lines be listed as a potential impact and that a mitigation plan of constructing nearby platforms and protecting the poles against such intrusion be proposed. Narragansett Electric Company has dealt with this problem as its high voltage line passes through the Great Swamp. Under 4.12.3.2 we ask that the Great Swamp to State Line section be listed as critical habitat for Osprey.

Under 4.12.2.2 we ask that methodology or criteria for considering wildlife habitat of high value. We are concerned that invertebrates and plants be included in any assessment.

(5) To enhance renewable resources, we ask that the final EIS review the application of solar energy to such uses as signal lights, on-board auxiliary electrical uses including lighting. We ask this in the face of the project having a ready source of generated electricity because any savings in generation converts to a savings in air quality.

(6) To accomplish maximum recycling, we ask that a section be added to the final EIS to require that materials from construction and reconstruction projects be recycled to the maximum extent possible and that public review of recycling plans be included.

Thank you for this opportunity to comment.

R13-15

QUEBECOR PRINTING
PROVIDENCE INC.

11/30/93
JM

November 16, 1993

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Yachmetz:

I am writing to you on behalf of Quebecor Printing Providence Inc., which is located in Providence, Rhode Island, and employs 210 people. The company is involved in high quality, high volume printing of newspaper Sunday magazines and advertising inserts. Our company relies heavily on freight rail service to receive goods such as rotogravure paper. We currently consume over 50,000 tons of paper annually, most of which is received by rail.

As a freight rail user, Quebecor Providence is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. Without the continuation of around the clock freight deliveries, the viability of our operation would be in question. We are also aware that the NECIP, as currently designed, will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. Quebecor Providence finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems rather than the concrete problems they are. We believe that the study must make clear that in its current form, the electrification project will indeed have a serious, adverse impact on freight rail service and the customers it serves. (1)

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Second, as a result or the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions, the project must be designed so as to protect the ability to handle modern freight. (2)

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and, thus, is not binding. We are aware that the drafts of this Master Plan, presented to date, do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Quebecor Providence and the State of Rhode Island. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Michael A. Blackburn
Production Services Manager

MAB:sks

R1 3-16

QUEBECOR PRINTING
PROVIDENCE INC.

November 16, 1993

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

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Member of QUEBECOR PRINTING (USA) CORP.

2 Second, as a result or the speculative nature in which freight rail issues are addressed, the study offers no recommendations for mitigating measures. We believe that the study must include such mitigating measures in response to the very real problems created for freight rail by the NECIP. These mitigating measures include additional track capacity in the form of third track and passing sidings. With respect to clearance conditions, the project must be designed so as to protect the ability to handle modern freight.

The study defers the issue of the problems created for freight rail service to the Master Plan, which is also being drafted by the Federal Railroad Administration. This plan is to be delivered to Congress, which has the option of accepting, amending or rejecting its findings, and, thus, is not binding. We are aware that the drafts of this Master Plan, presented to date, do not provide meaningful analysis of the impacts of the project on freight service and the measures necessary to mitigate these impacts. Despite lengthy comment by the freight rail provider and State officials, the draft Master Plan still fails to recognize adequately the needs of freight rail and does not appear to incorporate the necessary accommodations to preserve and protect current and future freight service.

It is imperative that the adverse impacts on current and future freight service be thoroughly studied and appropriate mitigating measures be required before the environmental impact statement process is finalized and the project approved.

The availability of efficient and affordable freight rail service is of tremendous importance to Quebecor Providence and the State of Rhode Island. As such, we hope that you will consider our comments as work on the study proceeds.

Thank you for your attention to and consideration of this issue.

Sincerely,

Louis E. Andreano
Controller

LEA:sks

R13-17

QUEBECOR PRINTING
PROVIDENCE INC.

RECEIVED 11 30 93 gpm

November 16, 1993

Mr Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Yachmetz:

I am writing to you on behalf of Quebecor Printing Providence Inc., which is located in Providence, Rhode Island, and employs 210 people. The company is involved in high quality, high volume printing of newspaper Sunday magazines and advertising inserts. Our company relies heavily on freight rail service to receive goods such as rotogravure paper. We currently consume over 50,000 tons of paper annually, most of which is received by rail.

As a freight rail user, Quebecor Providence is very concerned about the impact that the Northeast Corridor Improvement Program (NECIP) will have on freight rail service in this region. We are already aware that the NECIP will cause significant increases in the time it currently takes to move freight rail shipments and that much of the freight rail service will be restricted to nighttime operations. These impacts will place a significant burden on us in terms of additional costs and inefficiencies. Without the continuation of around the clock freight deliveries, the viability of our operation would be in question. We are also aware that the NECIP, as currently designed, will preclude the introduction of modern freight rail service as a result of reduced clearances and the placement of the catenary system.

Your office has released a draft Environmental and Economic Impact Study in conjunction with the electrification project. Quebecor Providence finds some aspects of this draft disturbing. First, it appears that while the study recognizes the issues that will result in an adverse impact on freight rail, these issues are treated as potential or hypothetical problems rather than the concrete (1) problems they are. We believe that the study must make clear that in its current form, the electrification project will indeed have a serious, adverse impact on freight rail service and the customers it serves

99 West River Street • Providence, Rhode Island 02904-2617 • 401-331-1771 • Fax 401-331-5020
Member of QUEBECOR PRINTING (USA) CORP

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Thank you for your attention to and consideration of this issue.

Sincerely,

Herbert E R. Brown
Engineering/Maintenance Manager

HERB sks

R13-18

QUEBECOR PRINTING
PROVIDENCE INC.

November 16, 1993

RECEIVED

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

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Thank you for your attention to and consideration of this issue.

Sincerely,

Michael J. Pender
Processing Manager

MJP:sks

R13-19

QUEBECOR PRINTING
PROVIDENCE INC.

RECEIVED 11/30/93

November 16, 1993

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

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Thank you for your attention to and consideration of this issue.

Sincerely,

Amy M. Foran
Human Resources Manager

AMF:sks

R13-20

QUEBECOR PRINTING
PROVIDENCE INC.

RECEIVED 11/30/93 afm

November 16, 1993

Mr. Mark Yachmetz
RDV-8
Office of Railroad Development
Federal Railroad Administration
U. S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

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Thank you for your attention to and consideration of this issue

Sincerely,

Charles E. Hyson
Purchasing Manager

CEH:sks

RI 3-21

RHODE ISLAND AIRPORT CORPORATION

T. F. Green State Airport
2000 Post Road
Warwick, RI 02886-1533

December 2, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

RE: Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement Comments

The Rhode Island Airport Corporation has the following comment on the subject DEIS.

(1) Page 4-29: Based on current and projected enplanments-deplanements at T. F. Green State Airport, the anticipated shift of 250,000 air passengers annually to intercity trains for the Providence-New York trip is questionable. This figure needs to be verified against current and projected T. F. Green data with emphasis on current flights to New York, and attention to passengers who fly to New York as part of a connecting flight to a follow-on destination.

In addition, all assumptions relative to modal choice should be explained. Particular attention should be paid to passengers whose origin/destination is New York, as opposed to through passengers, and the percentage of this group that would reasonably be expected to choose the train.

Mrs. Mary Brennan is my point of contact (401-737-4000, Ext. 232).

Sincerely,

E. A. Tansey
Director of Airports

EAT:av
cc: Mary Brennan

TEL: 401-737-4000 FAX: 401-732-4953 TDD: 401-277-6909

RI 4-1

BRUCE HAMILTON
270 Railroad Avenue
Saunderstown, RI 02874

RECEIVED

MASTER COPY

November 5, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Re: Draft EIS/Report, Vol. 1

Dear Mr. Goulet:

As a resident, and owner of property abutting the Amtrak Main Line in Slocum, Rhode Island, I am reasonably satisfied that any concerns I might have had regarding the Amtrak electrification project have been addressed.

But, as a business owner and taxpayer in North Kingstown, Rhode Island, I have serious concerns about the future of rail freight service and economic development in this town and in the state.

(1) The development of the Port of Davisville and of the Quonset Point/Davisville Industrial Park (QP/D) is vital to Rhode Island's economic future. To restrict rail freight access to these centers would be to restrict the state's economic development, and no entity supported by American tax dollars should be allowed to do that.

Restricting freight operations to a few hours at night would, besides causing the problems mentioned in the report, subject the trains to delays and cancellations caused by Amtrak's track maintenance projects, which will have to be done at night. These conditions could result in unreliable freight service which, in turn, could result in existing and potential rail-oriented businesses expanding or locating elsewhere.

A third track for freight and future commuter rail service, along with increased bridge clearances will allow both the Port of Davisville and QP/D to develop to their full potential in the years ahead. But the work must be done while the electrification project is under way. Once Amtrak's trains are running with expanded schedules and at higher speeds, the work, if at all possible, would be much more difficult and expensive. Rhode Island's economic future is at stake.

Thank you for the opportunity to comment.

Yours truly,

Bruce Hamilton

Bruce Hamilton

RI-4-2

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11/15/93

COMMENTS: Please see Attached

Roy J. Dempsey
4 Killdeer Rd.
Warwick R.I. 02888
(401) 463-8664

18 November 1993

Roy J. Dempsey
4 Killdeer Road
Warwick, Rhode Island 02888
(401) 463-8664

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142
Re: Public Comment
Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

At the 17 November public hearing held at the Cranston Central Library, Cranston, Rhode Island, I expressed a concern regarding pedestrian safety. The community in which I reside, Warwick, Rhode Island, has experienced a fatality, a youngster hit by a train while walking on the tracks, and there is concern that increased rail activity (frequency as well as speed) could increase the chances of future accidents. I am sending these additional comments to offer a suggestion that may help to improve safety along the rail corridor.

The rail line through Warwick runs through residential, industrial, and other commercial type activities. Because of the diversity of the activity and the awareness of the community on the dangers of high speed rail, my suggestion is to build on this awareness and concern, through possibly a pilot project in the Warwick community that would involve its residents, the resources of its planning department and possibly the resources of transportation and planning experts in Rhode Island's Universities. The project would have as its goal a model safety plan that would be implemented in this section of the rail corridor and could also be used as a standard or guideline for pedestrian safety along the entire corridor. (1)

Please let me know if I can be of further assistance. Thank you for the opportunity to make these additional comments.

Sincerely,

Roy J. Dempsey
Warwick, Rhode Island

R14-3

Robert J. Judge
142 Mill Pond Rd.
Exeter, R.I. 02822

RECEIVED

November 19, 1993

Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

As the representative of the Yawgoo Mill Pond Homeowners Association (Exeter, RI), I have a few comments regarding the DEIS/R for the proposed electrification of the Northeast Corridor main line, specifically as it passes through Exeter, RI (Mile Post 161-161.5).

1 The homeowners on Yawgoo Mill Pond, believe that our fresh water view across the pond to the sod farms beyond qualifies as a visually sensitive receptor (VSR) as described in the DEIS/R. The Amtrak right of way borders the edge of the pond on the opposite side. We therefore request that Amtrak take the necessary precautions to protect this view, ie. with slimmer poles, longer distances between poles and strategic placement of same.

2 We also note that a paralleling station will be built near the edge of the pond. We are concerned about the level of care exercised by Amtrak employees working near our pond especially since a previous project to lay underground cables resulted in cable splices being dumped in the water. Extra care must be taken to prevent this from happening again in this environmentally sensitive area. The pond is part of the Chipuxet River, a sole source acquifer.

We would appreciate hearing from you regarding our request for VSR status and measures to protect our pond during construction.

Very truly yours,

Robert J. Judge

R14-4

RECEIVED

P.O.Box 53
Kenyon, RI 02836
November 28, 1993

Dear Amtrak;

I am writing to confirm my concerns regarding certain aspects of the electrification of the Northeast Corridor. As a resident of the historic mill village of Kenyon, I am very concerned with the poor quality of statistics in the environmental impact statement.

1 I am confident that Amtrak will research the inaccuracies of the name, car usage and watershed location of the "Beaver River Road/Kenyon School Road Bridge" (Mile 154.04). I feel that this bridge is within the 200 foot buffer zone of the Pawcatuck River and is not travelled by 3,215 cars a day.

2 The current bridge has a 4 ton limit and is in deplorable condition. My estimate is that approximately fifty cars a day use this crossing. Rather than build a super-structure designed for 3,215 cars per day, I would suggest that it be replaced with a more suitable pedestrian bridge. This would result in tremendous savings, as well as preserve our watershed and historic village. The monies saved could be well spent on fencing and sound barriers along the tracks in residential areas.

I appreciate your interest in the problems associated with raising the bridge at Kenyon School Road and look forward to a mutually acceptable solution.

Sincerely;

Sarah F. Bliven

Sarah F. Bliven

R14-5

RECEIVED 12/7/93 opm

November 29, 1993

Volpe National Transportation Systems Center
Kendall Square
Cambridge, Ma 02142-1093

ATTN: DTS-72

To Whom It May Concern:

I am writing in response to the Northeast Corridor Improvement Project Electrification- New Haven, Ct. to Boston, Ma. I live at 61 Sherman Ave in the village of Kenyon, RI at mile marker 154. The house is a large Victorian built in 1876. The bridge in question is listed as the Kenyon School Road Brige in The environmental impact statement dated September 1993.

(1) The bridge is located less than 200 feet away from the Pawcatuck River and is in an area of low vehicular traffic. A newer and higher bride would be detrimental to the nature of the village. If the bridge is to be replaced it would seem feasable that a pedistrian bridge could be utilized. It would mean lower costs to all and according to the impact study, it would not affect the emergency response times(page 4-35).

(2) I would also like to see some type of sound barrier installed along the tracks through the village.

I strongly support the electrification of the system. A better system of mass transportation is sorely needed and this project would surely help in filling this need.

Respectfully,

Michael A. Waldman
P.O Box 450
Kenyon, RI 02836

R14-6

151 Fairview Ave.
Coventry, RI 02916-7505

January 17, 1994

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
VOLPE NAT. TRANS. SYSTEMS CTR.
55 Broadway, KENDALL SQ.
CAMBRIDGE, MA. 02142

RECEIVED 1/19/94 opm

Dear Mr Goulet:

(1) I am writing in favor of the Boston -New Haven ct. electrification prokect in the NE coridor, for reasons that this highspeed improvement will make faster trains possible without the infosnous engine change at New Haven Ct.

This is long over due as it has been overstudied to death and by getting fewer air planes flying and more autos and busses off our highways our environment will substantially improved by a non pollutting source of energy powering a transportation mode. Rails can handle more people than 8 plus lanes of suberhighways and congested airports.

Those who are concerned about magnetic fields need be reminded that tracks are for trains, they are not parks and recreational areas nor play grounds. IT's imperative that highspeed trains be implimented in this coridor

thank-you for your comment period and opportunity

Sincerely
Brian H. Manning

RI4-7 RI-4-7

November 17, 1993

(1) As a former Amtrak employee of 14 years, 8 of which was served as a train dispatcher, I must dispute the claims made by many regarding the necessity for adding a third track for freight trains between Providence and Davisville.

Presently, ten Amtrak passenger trains operate daily in both directions between Providence and Davisville. The Providence and Worcester railroad, which has trackage rights on this stretch of track, now operates a single, daily freight between these points to service their customers. Once the electrification is completed between New Haven and Boston, Amtrak plans to more than double the number of passenger trains operating in the region. Apparently, the management of the P&W has convinced government officials at the federal and state levels that such an increase in passenger service would be a great impediment to their freight operations and that a third track is crucial. This contention is patently absurd and amounts to little more than a $100 million taxpayer subsidy to a privately owned business for a wasteful and unneeded project.

The P&W now has its own track from Boston Switch in Cumberland (where it meets Amtrak's main line), through the Lawn interlocking on old track 5, over yard track 5 through the Northrup Avenue freight yards and through Providence Passenger Station nearly up to Yard 17 in Olneyville. Upgrading and extending the abandoned Washington Secondary Track from that point to the Cranston interlocking (near the entrance to Roger Williams Park), could be part of the solution. The remaining distance between Cranston and Davisville is just under 13 miles. Adding a third track between these points would mean that many bridges, some of them with historic significance, would have to be rebuilt or refurbished at tremendous cost. These bridges include the trestles over the Pawtuxet River and Apponaug Cove, overgrade bridges at the Greenwood bridge, the Post Road extension bridge, West Shore Road as well as undergrade bridges at Forge Road and King Street in East Greenwich and the newly built Masthead bridge in Warwick among others.

Even if Amtrak were to increase service to 36 daily trains between the hours of 5:00 a.m. and 1:00 a.m (currently there are no trains operating between the hours of about 11:30 p.m. and 6:00 a.m), it would mean a train, on the *average*, would be operating every 35 minutes or so. In practice, however, there would be times of the day when there would be an hour or so between passenger trains. As a former train dispatcher, I can tell you that the movement of a freight train from the Cranston interlocking to Davisville with 35 minutes of spacing between passenger trains is a very routine move. If a passenger train were to pass Cranston at 8:00 a.m., for instance, a following freight out of Cranston would wait about 3 minutes for the signal to clear behind the passenger train. It would take about 4 minutes for the freight to clear the switch and be up to track speed (30 m.p.h between the hours of 6:00 a.m. and 10:00 p.m. - higher otherwise), 26 minutes to run to Davisville, and 4 minutes to clear the main line, a total time of about 37 minutes. Since it will take the passenger train passing Cranston at 8:35 a.m 9 minutes to run from Cranston to Davisville, the freight would be in the clear with 7 minutes to spare. Any train dispatcher who couldn't move a freight train from Cranston to Davisville in 45 minutes, or less, should be fired. However, if that should prove to be a problem, the P&W could operate, as do many freight railroads operating over primarily passenger territory, in the early morning hours when there are no passenger trains scheduled. Since the bulk of the freight business is within the Davisville complex itself, there would be very little impact to the surrounding community by running trains in the early morning hours, particularly since all of the grade crossings have been eliminated and trains no longer sound their engine whistles approaching crossings at grade. Operating late at night or in the early morning hours is a very common practice in the Boston and New Haven areas where there are many commuter trains operating throughout much of the day. Presently, Conrail operates freight trains throughout the day in the Boston commuter rail area where there are well over 50 trains a day in each direction. If even that couldn't be accomplished, passing sidings, where freights could clear for passenger trains, could be built at a greatly reduced cost. For instance, a passing siding could be built between about MP 177 and MP 175.5 in Warwick, with no bridge replacement or refurbishment necessary. This makes much more sense than tearing down and gutting the present rail infrastructure. In fact, there is no where in the country, of which I'm aware, where another track has been added to an existing two track railroad to exclusively accommodate local freight trains.

Although it was somewhat before my time, many railroad employees would discuss with me the old days on the New Haven railroad before and during World War II, and into the 1950's, when there was much more rail traffic than there is now. A look at old Employee Timetables will bear this out. Passenger trains operated in 2 or 3 sections, there were through freights, local freights and switchers working around the clock, as well as troop trains and war material trains in and out of Davisville nearly constantly. In fact, the level of traffic then, is much more than what Amtrak and the P&W are contemplating for the future. Furthermore, this rail traffic was moving over tracks that were signalled for one direction only. In the past two years, Amtrak has upgraded its signal system to a CTC system to provide for signals in both directions, which makes it much easier to accommodate freight movements.

(2)

If the State and the Federal government really want to spend a $100 million to improve rail service in this state, a much better idea is to build a new station and track to connect the Green State Airport to Amtrak's main line in Warwick. If enough land could be made available for sufficient parking and facilities, this project could be an economic boon for the state. This integrated transportation facility could serve Amtrak, MBTA local commuter rail service, bus lines, taxis and air transportation. With creative scheduling and foresight, this facility would draw business from the crowded Logan and Hartford airports, and would tie in nicely with the new air terminal construction as well as the pending opening of the Convention Center in Providence.

Although it is true that Davisville is now underutilized and that its future development could depend heavily on improved rail service, we presently have, and will continue to have far into the foreseeable future, the ability to service those freight customers more than adequately. Let's use that money to truly benefit every citizen of Rhode Island, and build a transportation center at the airport that will be the envy of any state, and of which we can all be proud.

Oscar K. Shelton Jr.
198 Katelyn Court
Warwick, R.I. 02886

Phone:
Work 738-2000 ext. 6251
Home 885-4295

MA1-1

TOWN OF SHARON

MASSACHUSETTS 02067

George B. Bailey, MAPC Representative

November 23, 1993

Dan Fortier
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

Subject: Northeast Corridor Improvement Project Electrification to Boston
MEPA #9134
MAPC Project Number: EIR-93-40S

Impacts on Sharon:
1. Canton (Sharon) Paralleling Station:
There appears to be no significant problem resulting from the paralleling station.

2. Maskwonicut St Bridge

1 There is no design plan showing the extent of roadway grade changes necessary to meet the elevation requirements of the overhead catenary (19.21 ft from top of track) at the Maskwonicut Bridge However, assuming the change is as much as 24", grade and access at this point will significantly changed. The town would prefer to have the bridge and approaches widened.

2 There should not be a major impact from loss of through use of the street during the 3 month construction period. Diversion of traffic will occur over Depot Street (Figure 4.9-5, page 4-38) without significant adverse impact on traffic levels. However the study seems to have overlooked the likely redirection of traffic over Richard's Avenue and Canton Street. Canton Street Bridge clearances limit trucks over 11 ft in height, however.

3. Depot Street Bridge.
The plan for the reconstruction of this bridge seems to be lacking in several significant respects:

3 A. Traffic could not be realistically rerouted over Maskwonicut St. as shown in Figure 4.9-4. The latter is a road of limited width without sidewalks. There is a weight limit restriction on the bridge which is appropriate to the present and projected use of the street. The alternate use of Canton Street is limited to vehicles less than 11 feet in height. The next alternative route to the West is at Walpole Street off South Main Street. Continued use of Route 27 (Depot Street) is essential during the entire construction period.

B. The bridge is located adjacent to the Sharon Commuter Rail Station. Access to the parking lots and station platforms is currently achieved through use of the Depot Street bridge. Failure to provide access to the East (inbound) parking areas from West (outbound) would eliminate use of the Sharon Station for the construction period. Alternate routing across the tracks, either at grade (suitably signalized) although this does not appear to be feasible, or by means of a temporary bridge, is essential during the 9 month construction period.

4 C. Plans for the Depot Street bridge rebuilding should include access for handicapped in accordance with ADA requirements, since the bridge stairways are the present pedestrian access means from the inbound side of the tracks to the outbound side.

5 D. The bridge reconstruction must be co-ordinated with the MBTA plans for the relocated platforms at the adjacent Sharon Commuter Rail station. If the plans have not been prepared, they should be fast-tracked immediately so as not to delay NECIP electrification.

A meeting between representatives of the town, MBTA, and AMTRAK was held Friday, 19 November 93. The attached letter from Sharon Board of Selectmen of 18 November describes the town's objectives regarding the Depot Street bridge.

Submitted by:

George B. Bailey,

MAPC Representative, Town of Sharon

MA1-2

JOHN JOSEPH MOAKLEY
9TH DISTRICT MASSACHUSETTS

COMMITTEE ON RULES
CHAIRMAN

JOHN WEINFURTER
CHIEF OF STAFF
235 CANNON BUILDING
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Congress of the United States
House of Representatives
Washington, DC 20515-2109

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BROCKTON, MA 02401
(508) 586-5555

December 15, 1993

RECEIVED
DEC 22 1993
MEPA

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02202

1

Dear Mr. Gage:

Enclosed please find correspondence I have recently received from a number of my constituents whose property abuts the electrification of the Southwest Corridor.

As the public comment period for the Draft Environmental Impact Study has been extended to January 21, 1993, please include as testimony the comments outlined in the enclosed letters.

Thank you in advance for all assistance rendered. If you have any questions or if I may be of further assistance, please feel free to contact me.

Sincerely,

JOHN JOSEPH MOAKLEY
Member of Congress

encl. (23)

MA1-3

MA-1-3

Thomas M. Keane, Jr. ■ Boston City Council

District 8
New City Hall • One City Hall Square • Boston, Massachusetts 02201
617-635-4225

RECEIVED
JAN 24 1994
MEPA

January 19, 1994

Secretary Trudy Coxe
Executive Office of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, MA 02202

Re: Proposed Roxbury Crossing Substation as discussed in Draft Environmental Impact Statement/Report for the Northeast Corridor Improvement Project (EOEA No. 9134)

Dear Secretary Coxe:

I am the Boston City Councilor from District 8, which includes the Mission Hill neighborhood. I have reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for the Northeast Corridor Improvement Project (EOEA No. 9134) and I am particularly concerned with the proposed siting of a substation at Roxbury Crossing.

As you may be aware, Roxbury Crossing serves as a locus of the neighborhood's residential and commercial life. Although the community has suffered from neglect, crime and dislocation, it perseveres in fulfilling this function. I share in the community's hope that we can reverse the fortunes of Roxbury Crossing over the next several years.

1 The proposed substation would wield a devastating blow to the community's revitalization efforts. It would have a significant negative effect on existing uses of the immediate locale, including residences, schools, recreational facilities and a new health center. In particular, the substation would be in close proximity to a densely populated public housing complex, the Southwest Corridor Park, Roxbury Community College, Madison Park High School and the Tobin Elementary School. In sum, locating a substation at Roxbury Crossing would, I believe, greatly hamper efforts to revive and improve the community.

2 As submitted, the DEIS/R lacks any discussion regarding alternative Boston sites for the substation. Similary, there is virtually no discussion of the potential impacts of the proposed substation, either during the construction or operational stages, nor are any proposed mitigation measures addressed.

It is my hope that the Final EIS/R will comprehensively address both the written comments received about the proposed substation, as well as those voiced at the consultation sessions held at the Mission Hill American Legion Post Hall on January 12, 1994 and at the Mission Church on January 13, 1994. I am confident that once this proposed location is given the scrutiny that the Roxbury Crossing community deserves, it will be eliminated from consideration as the site for the substation.

Please do not hesitate to contact me at 635-4225 if you would like to discuss this proposal with me further.

Sincerely,

Thomas M. Keane, Jr.
Boston City Councilor

MA1-4

TOWN OF WESTWOOD
COMMONWEALTH OF MASSACHUSETTS

PLANNING BOARD

RECEIVED
DEC 3 1993
MEPA

November 29, 1993

Secretary Trudy Coxe
Executive Office of Environmental Affairs
MEPA Unit, EOEA NO. 9134
100 Cambridge Street, 20th floor
Boston, MA 02202

SUBJECT: Northeast Corridor Railroad Electrification EOEA #9134

Dear Secretary:

The Westwood Planning Board has serious concerns about the DEIS/R for the Northeast Corridor Improvement Project - Electrification in regards to two required mitigation measures. The report was both vague and contradictory as to what actions would be taken for the adequacy of parking at the Route 128 Station and for the increases in traffic flow at the intersections of University Avenue, Blue Hill Drive, and Route 128 ramps.

1 The report stated that electrification demand alone would exceed the capacity of the Route 128 Station parking lot by 50 percent and this does not include the commuter parking demand which is much greater. However, the report stated that no additional parking was planned at this time (Vol. III p. 9-15) and that Amtrak was "discussing" parking improvements with the MBTA (Vol. III p. 0-35).

2 Mitigation of the intersection of Blue Hill Drive and University Avenue, which is frequently at service level F, will be accomplished by MHD signalization according to the report (Vol. III p. 9-34). But the scheduling and funding of this improvement is not specified and is unknown.

3 The intersection of Blue Hill Drive and Route 128 SB ramps will deteriorate to level F, but the report merely states that Amtrak should contact the MHD so that improvements can be made during the Route 128 add-a-lane project sometime in the future (Vol. III p. 9-31).

The Westwood Planning Board and the local residents wish to see definite plans for these mitigation measures, including specific designs, timetables for completion, and sources of funding. It appears that these improvements must be in place at the time of any increase in passenger usage, or unacceptable impacts will immediately occur.

Very truly yours,

Marie Chiofolo

Marie Chiofolo
Planning Board Administrator

cc: Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

MA1-5

The Commonwealth of Massachusetts
HOUSE OF REPRESENTATIVES
STATE HOUSE BOSTON 02133-1053

JOHN E. McDONOUGH
12TH SUFFOLK DISTRICT
6 ROANOKE AVENUE
JAMAICA PLAIN MA 02130

CHAIRMAN
COUNTIES
CHAIRMAN
BOSTON DELEGATION
ROOM 33 STATE HOUSE
TEL (617) 722-2060

RECEIVED

December 2, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I am writing to express deep concerns relative to the Draft Environmental Impact Statement for the Northeast Corridor Improvement Project between New Haven and Boston. My concerns relate to both process and substantive issues.

1 In terms of process, the draft report (volume I, appendix E) erroneously list my name and the names of other Boston state legislators as having received copies of the report. I state categorically that no draft report was received by my Office until I personally requested one in late November. Other legislators have confirmed to me that they were not recipients. At a minimum, the notification process was flawed, and the deadlines must be extended.

2 In terms of substance, the draft report does not offer any substantive response to the concerns of abutting residents in terms of electro-magnetic fields, noise, and vibration. Finally, there is nothing in the report which discusses the historic inability of Amtrak to deal with community concerns and complaints about their operations.

On behalf of Boston state legislators, I am requesting briefings on this project so that we can address these concerns in further detail. I would request no action on this draft report until such a meeting occurs. Thank you for your attention to my concern.

Sincerely,

John E. McDonough
Representative

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MA1-6

Boston City Council

RECEIVED
DEC 1993
MEPA

3 December 1993

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02202

Dear Mr. Gage:

I am requesting the deadline for submitting comments to the Draft Environmental Impact Statement/Report (EIS) be extended for at least 45 days. I am asking for this extention on the basis that the Roxbury community was not properly notified about the EIS and has not had the opportunity to fully review this document.

(1) I am, also, requesting a public hearing in Roxbury to review the EIS and have Amtrak and the U.S. Department of Transportation Federal Railroad Administration make presentations.

(2) I am very concerned about the possible effects this proposed electrification project at Roxbury Crossing will have on the residents of my district. Please address the concerns I have about vibrations, noise and the dangers of the electro-magnetic forces (emf).

I can be reached at (617) 442-7739. Thank you.

Gareth R. Saunders
City Councillor - Elect

cc: Sen. Diane Wilkerson
Rep. Gloria Fox
Cassandra Koufalidis

New City Hall • One City Hall Square • Boston • Massachusetts • 02201

MA1-7

Boston
Thomas M. Menino, Mayor

RECEIVED
Rotolo
9/m

December 3, 1993

Mr. Glenn Goulet, DTS-72
U.S. Department of Transportation/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: Northeast Corridor Improvement Project

Dear Mr. Goulet:

The City of Boston Parks and Recreation Department has reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for the above-referenced proposed project. Our comments are as follows:

We echo the comments of the Boston Environment Department that we strongly support the proposed project in concept, that the proposed project will nonetheless have significant impacts in the vicinity of the corridor, and that we are disappointed in the quality of DEIS/R.

(1) The corridor in the Boston area contains a large number of public parks. They have been frequently misidentified as other land uses in Volume II: Land Use and Regulated Areas. As my staff personally attended scoping sessions for this DEIS/R and spoke to consultant staff regarding park locations, we expected far more accuracy than has occurred. At that time, my staffer gave the consultant staff his business card, inviting them to contact us regarding their data collection needs. Unfortuantely, no contact was made by the consultant staff.

As our planning staff levels are extremely limited, this comment letter cannot provide a list identifying missing public park and other open space resources in the Boston segment of the corridor. Again, we offer to meet with the consultant staff to share with them mapped and other inventory information on these open space resources. Once these resources are identified by the project, then an adequate, full disclosure of possible environmental impacts on them can be provided.

Again, we echo the specific comments of the Boston Environment Department on disclosure of noise, vibration, safety, facilities siting, pedestrian and vehicular traffic,

Patrick S. Harrington/Commissioner/Parks and Recreation Department/1010 Mass. Ave./Boston, MA 02118

and open space impacts, but with reference to open space resources in the vicinity of the corridor. Excessive noise significantly detracts from park use and enjoyment; excessive vibration promotes more rapid wear and tear on park features and infrastructure; access to open space is reduced and the safety of users endangered if inadequate measures are taken to protect non-train travel across the corridor; if facilities like the Roxbury Crossing substation are located near sensitive, but unidentified receptors like Mission Hill Playground, visual and noise impacts need to be identified and addressed; and if adverse visual, noise, vibration, safety, and traffic impacts on open spaces are potential effects of the projects, these too need to be fully disclosed and mitigated.

To sum up, the Parks and Recreation Department conceptually supports the development of high speed rail between New Haven and Boston. However, we must assure that land uses in the vicinity of the corridor do not bear an undue burden of the environmental impacts of this transportation improvement.

(2) We believe this DEIS/R lacks sufficient detail to fully disclose possible adverse impacts on open space resources in the vicinity of the corridor in the Boston segment. In fact, it has large gaps in information, such as the misidentification of open space land uses as other uses, noted above. We are therefore unable to judge whether the project has proposed sufficiently adequate mitigation of possible adverse impacts.

We recommend that the project proponent work cooperatively with us and other city and state agencies to provide the amount of information needed to fully disclose possible adverse impacts of the project and to judge the adequacy of mitigation measures.

We look forward to working with you and your staff to guide the development of a technically sound, comprehensive final environmental impact statement for this project.

Sincerely yours,

Patrick S. Harrington
Commissioner
Boston Parks & Recreation

8756Y
cc: Justine Liff
Aldo Ghirin
Carol Chirico/Arthur Pugsley, Environment Department

MA1-8

MA-7-8

BTD
BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL PLAZA ROOM 721
BOSTON, MASSACHUSETTS 02201
617 635 4680 FAX 617 635 4295

16 November 1993

Mr. Glenn Goulet
US DOT/RSPA, DTS-72
Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142

Dear Mr. Goulet:

The City of Boston has consistently supported Amtrak's plan to bring high-speed rail to the Northeast Corridor. We believe that this project will relieve congestion, reduce pollution, and stimulate economic development throughout New England.

(1) However, the Draft Environmental Impact Statement/Report raises a number of concerns about the impacts of this project on Boston residents, including noise, vibration, and electromagnetic fields. We also have questions about the impacts of the proposed Roxbury Crossing substation and the Readville paralleling station.

City agencies will continue to review the DEIS/R over the next few weeks in order to submit more detailed written comments in early December. Thank you for this opportunity to comment.

Sincerely,

Rina Cutler
Commissioner

RC:SB
9261T

THOMAS M. MENINO, Acting Mayor
RINA CUTLER, Commissioner

MA1-9

MA-1-14 BC

The General Court of Massachusetts
House Ways and Means Committee
Room 128, State House
Boston, Massachusetts 02133
Telephone (617) 722-2250

Kevin W. Fitzgerald
State Representative

16th Suffolk District
Mission Hill · Jamaica Plain · Fenway

January 13, 1994

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02202

RECEIVED
JAN 24 1994
MEPA

Re: Contact Ref. # 9134

Dear Mr. Gage:

I have reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for the Northeast Corridor Improvement Project (EOEA No. 9134). Although I am supportive of Amtrack's goal to bring high speed rail to the Northeast corridor, I am highly concerned about neighborhood impacts and am opposed to the siting of the substation at Roxbury Crossing.

The process which should have allowed the public access to information and input has been flawed from the beginning. After efforts by my office to open the process to the community the materials which have been produced have not only been disturbing but also not complete in their scope.

1 My opposition to the substation siting is based on close proximity to:

(1) the residential community of Mission Hill especially Mission Main, Alice Taylor Apartments and Homes at Roxbury Crossing

(2) schools

(3) youth recreational facilities

(4) health center

(5) day care

[NOTE: received only first page of comment letter]

MA1-10

The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133

MARIE-LOUISE KEHOE
REPRESENTATIVE
11TH NORFOLK DISTRICT
18 STEPHEN LANE
DEDHAM MA 02026
TEL (617) 329-9833

RECEIVED 1/27/94 gem

Committees on
Local Affairs
Rules
ROOM 167 STATE HOUSE
(617) 722-2692

January 21, 1994

Mr. Glenn Goulet
DTS-72
USDOT/RSPA
Volpe National Trans. Systems Center
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I am writing to express my concerns about the plan for rail electrification of the Northeast Corridor, stretching from Boston, MA to New Haven, CT. The rail route passes through my district, with a station at University Avenue and Blue Hill Drive.

1 I am concerned that this project will draw additional traffic into the Westwood neighborhoods, including the Weatherbee Estates. I do not want this kind of imposition to befall the Town of Westwood.

Many advantages will come from the rail electrification project; yet I am afraid that, if left unaddressed, the potential traffic disturbance will have an overall negative impact on the neighborhood. I am most willing to work with you to resolve this major hurdle and look forward to your response.

Thank you for your time and consideration.

Very truly yours,

Marie-Louise Kehoe

MARIE-LOUISE KEHOE
State Representative

MLK/abo

MA I-11

The General Court of Massachusetts
House Ways and Means Committee
Room 128, State House
Boston, Massachusetts 02133
Telephone (617) 722-2250

Kevin W. Fitzgerald
State Representative

16th Suffolk District
Mission Hill · Jamaica Plain · Fenway

January 13, 1994

Mr. Mark Yachmetz, RVD-8
Federal Railroad Administration
Office of Railroad Development
400 Seventh Street, S.W.
Washington, DC 20590

RE: NORTHEAST CORRIDOR IMPROVEMENT PROJECT ELECTRIFICATION

Dear Mr. Yachmetz:

My sincere thanks for your presentation regarding the Northeast Corridor Improvement Project Electrification at the Massachusetts State House on January 12, 1994. As you referenced in your opening remarks the community outreach on the project has been poor and the communication and information not forthcoming.

Now that I have had the opportunity to review the Draft Environmental Impact Statement/Report (DEIS/R) for the Corridor I would like to state my concerns. Although I understand and support the goal of bringing high speed rail to the Northeast Corridor, I believe that the negative impacts out weigh the benefits.

1 My main opposition to the plan evolves around the siting of the substation at Roxbury Crossing. The close proximity to the Mission Hill residential community (Mission Main, Alice Taylor Apartments and Homes at Roxbury Crossing) is not only a major health
2 threat but contrary to Amtrak's guidelines for siting. In addition to the residential community, the immediate area is also host to schools, day care, recreational facilities and a new health center.

3 In addition to the substation I would like to see more details and solutions to noise, vibration, public safety and public health. I believe that the community along the Corridor would welcome an opportunity to participate in that process.

I have also suggested to MEPA that an alternate site or sites such as the South Station and Canton yard which are not residential and would be more appropriate. They are also a reasonable financial alternative.

In closing, I thank you for your time and I am available for additional discussions or meetings.

Sincerely,

Kevin W. Fitzgerald

KEVIN W. FITZGERALD
State Representative

MA 2-1

Metropolitan Area Planning Council

60 Temple Place, Boston, Mass. 02111 617/451-2770 Fax 617/482-7185

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George Bailey, MAPC Rep Sharon
Patricia Profeta, MAPC Rep Dedham
Bernard Cooper, MAPC Rep. Norwood
Steven Olanoff, MAPC Rep. Westwood

necelect.doc

November 30, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge MA 02142-1093

RE; Northeast Corridor Improvement Project Electrification

Dear Mr Goulet:

1 The Metropolitan Area Planning Council has been a strong supporter of the Northeast Corridor Project for several years and urges the U.S. DOT to do all in its power to expedite this worthy project. We see the electrification project as being beneficial to reducing air travel demands between Boston and New York City by providing travelers with a high speed, convenient service.

MAPC's Sharon Representative has provided us with some comments on the project which we have attached. We recommend that the US DOT and relevant state agencies consider these concerns, and take appropriate steps to ensure that they are adequately addressed.

MAPC looks forward to the completion of the federal environmental review process for this project so that the air quality improvements from reduced travel to Logan Airport and the economic benefits of the project can be attained

Sincerely,

David C Soule
Executive Director

cc William T Gage, EOEA MEPA Unit
Rina Cutler, Boston Transportation Department
Marc Webb, Boston Redevelopment Authority

Edmund P. Tarallo, *President* William G. Constable, *Vice-President* Dianne M. Shea, *Secretary* Richard A. Easler, *Treasurer*

David C. Soule, *Executive Director*

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MA 2-2

MASS HIGHWAY
William F. Weld, Governor
Argeo Paul Cellucci, Lieutenant Governor
James J. Kerasiotes, Secretary
Laurinda T. Bedingfield, Commissioner
Office of the Commissioner

RECEIVED

November 30, 1993

Glenn Goulet, DTS-72
U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142

Dear Sir:

The Massachusetts Highway Department has reviewed the Federal Railroad Administration's Draft Environmental Impact Statement (EIS) concerning the electrification of the Northeast Corridor from the Rhode Island state line to Boston's South Station Transportation Center. It is evident that other major transportation projects impacted by the electrification program have not been properly addressed by this draft study. These projects include, but are not limited to: (1)

1. STATEWIDE - The scheduled replacement of several highway bridges spanning the trackage of the Northeast Corridor, Attleboro to Boston.

2. BOSTON/CAMBRIDGE - The construction of the Central Artery/ Third Harbor Tunnel Project. (2)

3. BOSTON - The proposed North Station/South Station Rail Link. (3)

4. STATEWIDE - The future establishment of rail line routes with "double-stack" clearance capabilities. (4)

Whereas the Commonwealth supports Electrification, these and other transportation issues sponsored by the Department, the Executive Office of Transportation and Construction and Federal Highway Administration, are of equal significance to the Commonwealth.

Massachusetts Highway Department • Ten Park Plaza, Boston, MA 02116-3973 • (617) 973-7800

The proponent of the Electrification Project, the National Railroad Passenger Corporation, has not been entirely cooperative during this early design stage of Electrification. Without closer coordination between all the parties and better cooperation from AMTRAK, the previously mentioned projects will be forced to incur increased economic hardship and extended delays in the milestone completion dates set forth well before the Electrification Project became a reality.

I would be willing to discuss this issue at your earliest convenience. Should you have any further questions regarding our concern, please contact Stephen T. O'Donnell, Contracts and Agreements Administrator at (617) 973-7566.

Sincerely,

William T. Steffens
Deputy Commissioner

MA 2-3

Massachusetts Highway Department
Central Artery/Tunnel

RECEIVED 12-6-93

December 3, 1993

Mr. Glenn Goulet DTS-72
U.S. Department of Transportation/RSPA
Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142

Subject: Federal Railroad Administration
Northeast Corridor Improvement Project

Dear Mr. Goulet:

Enclosed are comments on the Federal Railroad Administration's DEIS/R for the Northeast Corridor Improvement Project, Electrification-New Haven, Connecticut to Boston, Massachusetts (the "Electrification Project"). The proposed Electrification Project interfaces with a major portion of the CA/T Project's construction of highway elements immediately over, under and adjacent to the railroad lines to be electrified.

1 The DEIS/R does not identify impacts of the proposal to the CA/T Project, consequently, neither does it propose mitigation for such impacts which could increase CA/T Project costs and delay construction schedules. We therefore have included specific recommendations for requirements to be included in the FEIS/R.

If you have any questions, please call Mr. Ronald Killian, CA/T Project Manager of Environmental Procedures and Permits, at 951-6467.

Sincerely,

MASSACHUSETTS HIGHWAY DEPARTMENT

For Peter M. Zuk
Project Director

PMZ/RSK/nmm

093-4478
cc: R. Killian
L. O'Brien
W. Steffens
S. O'Donnell

One South Station • Boston • Massachusetts • 02110 • Phone 617-951-6000 • Fax 617-951-0897

ATTACHMENT

COMMENTS ON FEDERAL RAILROAD ADMINISTRATION'S DRAFT EIS/R ON THE NORTHEAST CORRIDOR IMPROVEMENT PROJECT ELECTRIFICATION-NEW HAVEN, CT TO BOSTON, MA

Summary

The following summarizes comments on the above document as it affects the Central Artery/Tunnel Project (the "CA/T Project"):

2 - The Electrification Project is a major proposed project that impacts the City of Boston, a substantial portion of the New England area, and beyond.

3 - The Electrification Project interfaces with a major portion of the CA/T Project's construction of highway elements immediately over, under, and adjacent to the railroad lines to be electrified.

- The only reference found to the CA/T Project is in Section 9.4.4.1, Traffic Operations Impacts, regarding improvements planned for the Summer Street/Atlantic Avenue intersection.

4 - The Electrification Project has not evaluated its impacts on the CA/T Project sufficiently, and has not provided mitigation of those impacts which could increase CA/T Project costs and delay construction schedules.

- Recommendations for specific commitments to be required in the FEIS/R to mitigate impacts to the CA/T Project are included in paragraphs G, I and K below.

Overview paragraphs on the CA/T Project, the proposed Electrification Project, and the interface between the two are provided to support the recommendations provided, including that certain analyses and commitments be included in the FEIS/R.

A. Overview of the Central Artery/Tunnel Project

The CA/T Project is a major Massachusetts Highway Department ("MHD") transportation improvement project currently under design and construction in Boston, Massachusetts. The CA/T Project's main purpose is to improve both the capacity and safety of existing highway facilities in the project area. The CA/T Project has two main segments; first, the Central Artery (I-93) is reconstructed underground through the downtown area. The underground highway will have more lanes, thus accommodating greater traffic capacity.

The roadway geometry and weaving movements will be revised and acceleration and deceleration lanes are added to reduce congestion and improve traffic flow. Second, the Massachusetts Turnpike (I-90) will be extended to Logan International Airport via a cross-harbor tunnel.

A Final Environmental Impact Statement/Report for the CA/T Project was approved in 1985, and a Final Supplemental Environmental Impact Statement/Report (FSEIS/R) was approved, and a Federal Highway Administration Record of Decision issued, both in 1991. Following approvals of the FSEIS/R, the CA/T Project has progressed into final design and construction phases. The first CA/T Project construction contract, the South Boston Haul Road, was completed in August, 1993. Currently, construction is underway on the Third Harbor Tunnel (to the airport), the approaches to the tunnel both in South Boston and East Boston, utility relocations work in the central area, and mainline I-93 highway work in South Boston. The overall CA/T Project completion date is shown in the most current Project Master Schedule (Attachment A).

B. CA/T Project Support for Proposed Electrification Project and Coordination with Amtrak

The CA/T Project supports the goal of the proposed Electrification Project to improve intercity rail passenger service between Washington, D.C., through New York City to Boston, Massachusetts. The DEIS/R for the proposed Electrification Project states that it is expected to result in reduced congestion on highways and at airports. This is consistent with the objective of the CA/T Project to improve the State's intermodal transportation system.

Amtrak has begun regular meetings with CA/T Project staff to discuss the interface between the CA/T Project and the proposed Electrification Project. The CA/T Project has been provided important information regarding the proposed Electrification Project at these meetings that is not included in the DEIS/R. Accordingly, the DEIS/R is not a comprehensive representation of the proposed Electrification Project and its impacts on the CA/T Project.

C. Overview of Proposed Electrification Project and CA/T Project Interface

As seen on the attached CA/T Project maps (Attachments B and C), the CA/T Project has been divided into design and construction contract packages. The contract packages which interface primarily with the proposed Electrification Project are: D009A (I-93/I-90 Interchange-Southbound), D009C (I-93/I-90 Interchange-Northbound), D010A (I-93/I-90 Interchange Railroad Relocation), D012A (Massachusetts Avenue Interchange), and D013A (South Boston Bypass Road).

The respective interface limits of the proposed Electrification Project include the Northeast Corridor (NEC) lines from Back Bay Station to South Station, and the MBTA Dorchester Branch from South Station to Amtrak's Southampton Yard. With the exception of the D010A contract, all the CA/T Project contracts identified above will involve construction of highway elements immediately over, under, and adjacent to the railroad lines to be electrified. D010A will provide for train and signal improvements between Back Bay and South Station to increase railroad operational flexibility.

During preliminary discussions with Amtrak, it was recognized that CA/T Project construction would be ongoing during the proposed Electrification Project and continue after the proposed project's completion. Therefore, the need for the proposed Electrification Project to consider its impacts on the CA/T Project is critical.

D. Overview of Proposed Electrification Project

5 The DEIS/R states that the design of the proposed Electrification Project has progressed to the 60 percent completion stage. The CA/T Project staff has been advised however, that this submission contains minimal design information relative to the South Station area, as this section is scheduled for completion at the end of the proposed Electrification Project. Therefore, the design relative to the South Station area should not be considered to be at the 60 percent completion level.

Section ES.2.2.2, New Technologies, of the DEIS/R provides a general description of the proposed Electrification Project, and states that the current design includes installation of four substations on the NEC. The substation that will provide power for the Boston area is to be located in Roxbury, a part of the City of Boston (see Electrification Project DEIS/R Map, included as Attachment D). The DEIS/R states that a feeder will be used to supply power to the catenary system. The CA/T Project has been advised that the catenary system east of Roxbury Substation will not use a feeder wire, nor will any switching and paralleling stations (intermediate power supply points for the overhead catenary system) be installed. This has resulted in a unique design within the proposed Electrification Project for power distribution.

From the Roxbury substation the catenary wires will serve as power distribution wires in addition to providing the normal function of contact wire for supply of power to the locomotives. The location of the most easterly power supply location at Roxbury and the design of the catenary system will create construction difficulties for the CA/T Project, as discussed in Section E below.

An additional CA/T Project related issue noted in Section ES-2.2.2 is the bridge modifications required to obtain necessary clearance for the installation of the catenary system. It is stated that

bridge modifications would be required in some areas of the NEC where overhead structures, such as roadway and pedestrian bridges, currently restrict vertical clearance over the tracks. Actions identified in the DEIS/R to obtain the necessary clearance for the installation of the catenary system, in order of preference, are as follows:

1) the railroad tracks would be lowered using a technology known as undercutting,

2) the bridge would be raised, or

3) the bridge would be demolished and replaced.

DEIS/R Section ES.5.2.9, Natural Resources, states that in Boston, Amtrak plans to lower the tracks a maximum of five inches and install catenary in the area between the Tremont/Arlington overhead bridge and South Station, and possibly hang the catenary system from bridges. Prior to publication of this DEIS/R, the CA/T Project was not informed as to the possibility of hanging the catenary system from the bridges, and thus has not had an opportunity to identify and discuss resulting impacts of such a proposal. In October, 1993, Amtrak confirmed that direct attachment to the bridges will be required.

E. Impacts of Catenary System to Central Artery/Tunnel Project

1. Sectionalization of Catenary System

As noted above, the current design of the catenary system will require that the system east of the Roxbury substation be energized for its full length to provide power at any location from Back Bay to South Station and from South Station to Amtrak's Southampton Yard. Amtrak has advised the CA/T Project that as Southampton Yard is the site of its maintenance facility and layover facility and operates 24 hours/day, the maximum time period that the electrification system could be de-energized is only expected to be up to two hours during early morning hours. Consequently, this limits CA/T Project construction adjacent to railroads to these two hour segments, thus affecting the ability of the CA/T Project to maintain its overall schedule.

2. Attachment of Catenary System

CA/T Project construction will be specifically affected by the direct attachment of the catenary system to the Harrison Avenue Bridge, Harrison Avenue Utility Bridge, and to the Albany Street Bridge due to the difficulties of constructing in close proximity to electrified catenary wires. The normal construction mitigation technique of fabricating a shield between the bridge and catenary system will be precluded by the direct attachment to the bridge structures. The result of these impacts is that construction costs

and durations of affected CA/T elements will be increased substantially.

3. Track Modifications to Cove Interlocking

During meetings on November 4, 1993 and November 23, 1993, Amtrak confirmed that major track changes to the track signaling and switching system between Back Bay Station and South Station (the "Cove Interlocking") would be required to allow for the installation of the catenary system (see CA/T Project Plan, Tremont Street to Albany Street, Attachment E). The track changes require that planned crossovers to be installed by the Massachusetts Bay Transportation Authority as part of the CA/T Project's D010A contract, and the existing track crossovers, be reconfigured to locate them in areas which are not directly under highway bridges. The design of the D010A contract is scheduled to be completed in December, 1993, and construction of track and signal modifications is on the critical path of the CA/T Project construction contract D009C, I-93/I-90 Interchange-Southbound.

F. Potential Conflict of Electrification and CA/T Project Construction Work

Currently, the CA/T Project schedules anticipate completing certain bridge reconstruction work before the proposed Electrification Project needs to attach to the bridges. However, the schedules for the CA/T Project contract work are subject to revision during the final design process which could result in a schedule conflict. Therefore, if attachment is required, adequate mitigation must be developed to assure that CA/T Project overall construction schedules are maintained.

G. Requested FEIS/R Commitments Related to Catenary Design and Construction

6 MHD requests that the Electrification Project FEIS/R include commitments as follows:

1) Require the Electrification Project to design, install, and fund electrification system modifications which allow sectionalized de-energization of the catenary system between the areas identified below.

- -Shoreline mainline tracks between Back Bay Station and Tower 1 Eastbound signal
- -Dorchester Branch tracks between South Station and southerly side of future Broadway Highway Bridge (approximately 300 feet southerly of existing Broadway Highway Bridge)
- -Dorchester Branch tracks between southerly side of future Broadway Highway Bridge and Southampton Yard.

7 2) Require the Electrification Project to identify and provide

design details for all locations where catenary supports will require direct attachment to bridges and/or structures owned by the MHD.

8 3) Require the Electrification Project to identify other locations within the CA/T Project area where the proposed Electrification Project may impact the CA/T Project.

9 4) Require the Electrification Project to develop and fund a specific mitigation plan, acceptable to the CA/T Project, which eliminates any CA/T Project schedule delays or construction cost increases caused by; a) the inability to modify the catenary design to provide the sectionalized de-energization capability outlined above, or, b) the requirement to directly attach catenary supports to MHD owned facilities. The mitigation plan shall consider the following options in addition to other modifications:

- o Rescheduling of trains requiring electric locomotives.
- o Using diesel locomotives easterly of Back Bay Station to power specific Amtrak electrified trains.
- o Use diesel locomotives to switch electric locomotive trains between South Station and Southampton Yard.
- o Use existing or expanded electrical systems to provide "hotel power" for heating and cooling of trains temporarily stored at Southampton Yard.
- o Develop a site-specific shielding system of the catenary wires which allows normal construction activities to progress while the catenary system is energized.

10 5) Require the Electrification Project to confirm in writing that the Cove Interlocking will require re-configuration of the existing crossovers and proposed CA/T Project D010A contract track crossovers to support installation of the catenary system.

6) If re-configuration of the Cove Interlocking is necessary to support installation of the catenary system, require the Electrification Project to implement and fund all actions necessary for design and construction of railroad track and signal modifications which allow the track and signal changes required to support the CA/T Project construction schedules.

11 7) Require the Electrification Project to provide a design of the catenary system to accommodate a 21'6" equipment clearance under the relocated Broadway Bridge to be reconstructed by the CA/T Project to allow future double-stack freight movements via the Dorchester Branch.

H. Impacts of Bridge Barriers to Central Artery/Tunnel Project

DEIS/R Section 4.3.2.2, Historic Overhead Roadway and Pedestrian Bridges, states that Amtrak intends to install solid eight feet high barriers the full length of the listed historic bridges. The CA/T Project has been forwarded the attached October 13, 1993 letter from Amtrak Designer/Construction Project Director Robert Kendall to MHD Chief Engineer Michael Swanson which states that the Electrification Project's public safety and train security program requires that the solid barriers described above be placed on all overhead bridge structures (Attachment F). The installation of these barriers will have negative structural and visual impacts on the CA/T Project bridges currently under design and construction. The CA/T Project is currently evaluating additional potential impacts of such barriers.

I. Requested FEIS/R Commitments Related to Bridge Barriers

MHD requests that the Electrification Project FEIS/R include commitments as follows:

12 1) Fully evaluate a protection of the catenary system that is independent of the bridge structures, including but not limited to horizontal barriers extending from the lower sections of the overhead bridge structures.

13 2) Provide funding for the installation and maintenance of the barriers or other protection systems which are directly affixed to MHD structures.

14 3) Develop or furnish written criteria and specifications for design and installation of bridge barriers which include references that detail the basis for the criteria and specifications.

J. Adjacent Projects to the Proposed Electrification Project

The two most significant projects currently underway in the Boston area which will affect the proposed Electrification Project are the Central Artery/Tunnel Project and the Massachusetts Bay Transportation Authority South Station Transportation Center Project. The only noted reference to the CA/T Project is found in Section 9.4.4.1, Traffic Operations Impacts, in which a specific reference is made to improvements planned for the Summer/Atlantic Street intersection. Although numerous references are made in the DEIS/R to South Station relative to traffic operations, intermodal transportation, and parking, specific reference to the South Station Transportation Center was not found in the document. Since these two important projects affecting the electrification are insufficiently discussed in the DEIS/R, we conclude that analysis of the proposed Electrification Project's impacts to adjacent projects is inadequate.

K. **Requested FEIS/R Commitments Related to Adjacent Projects**

The proposed Electrification Project's FEIS/R must address other major actions proposed by public agencies and others in the project area. Other major actions considered must include both the CA/T Project and the MBTA's South Station Transportation Center Project. In particular, we request that the FEIS/R fully identify and address impacts related to the interface of the Central Artery/Tunnel Project and the proposed Electrification Project. Specific issues to be addressed should include:

15 -CA/T Project EIS commitments potentially affected by the proposed Electrification Project

16 -Construction interfaces, including
- o construction scheduling
- o construction sequencing and staging
- o construction impacts to CA/T Project contracts

17 -Impacts to traffic operations in the Boston area during and after construction of the proposed Electrification Project and the CA/T Project

-Identification of intermodal passenger and freight opportunities and FRA/Amtrak support for encouraging such opportunities

18 -Identification and evaluation of interfaces and impacts for planned and potential projects in the Boston South Bay area, including
- o South Station Transportation Center
- o MBTA Transitway Project
- o Railroad Clearance Improvement Project for Double-stacked Freight Movements
- o North Station/South Station Rail Link

List of Attachments

Attachment A-CA/T Project Master Schedule
Attachment B-CA/T Project Map of Design Packages
Attachment C-CA/T Project Map of Contract Packages
Attachment D-Electrification Project DEIS/R Map
Attachment E-CA/T Project Plan, Tremont Street to Albany Street
Attachment F-Letter of October 13, 1993 from Robert Kendall, Amtrak to Michael Swanson, MHD

MA 2-4

To: Bill Gage@MEPA@EOEA
Cc: Linda Domizio@Operations@DEP SERO
John Felix@Operations@DEP NERO
Robert Donaldson@BWP AQ@DEP Boston
Bcc:
From: Donald Squires@BWP AQ@DEP Boston
Subject: EIS/EIR for NEC
Date: Friday, January 28, 1994 15:16:30 EST
Attach:
Certify: N
Forwarded by:

---

1 I'm just sending these directly to you as an email. I was asked this morning to review this draft EIS/EIR by the end of the day and there is not enough time to get you the comments in a more formal way.

These are comments on the noise section of the draft EIS/EIR of the Northeast Corridor Improvement Project (NEC). The discussion of the noise impacts was adequate. The discussion of mitigating measures was also adequate, but did not seem to make any committments to do much. I do not have experience dealing with the noise standard they have chose to measure impact. However, it does appear that based on the data presented they should be pursuing mitigating measures.

The construction phase of the project and noise from some buildings are subject to the Department's noise regulation, 310 CMR 7.10. They should be taking steps to mitigate noise so there is not more noise than necessary from the construction phase. These are the major sources of noise that most people are going to be concerned with however. The state is preempted from regulating noise from trains, as they pointed out.

If you have any questions about these comments, please contact me at 292 5618.

MA 2-5

Boston
Redevelopment
Authority

RECEIVED 12-8-93

DEC 7 1993

Lawrence J. Jones, Chairman
Joel Barrett, Director

Secretary Trudy Coxe
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, MA 02202

Attention: MEPA Unit

Dear Secretary Coxe:

Re: EOEA #9134/DOT-FRA-RDV-93-01-A
Northeast Corridor Improvement Project Electrification Draft Environmental Impact Statement/Report

Pursuant to regulations implementing M.G.L., Chapter 30, Sections 62-62H, the Boston Redevelopment Authority has reviewed the above-referenced Draft Environmental Impact Statement/Report and submits the following comments.

The proposed project involves the electrification of the Northeast Corridor main line of Amtrak between New Haven, Connecticut, and South Station in Boston, through the construction of an overhead catenary system composed of wires suspended over the railroad tracks from cantilevered arms supported by pairs of steel poles, approximately 28 feet high and spaced approximately 200 feet apart. Also included in the project is the construction of substations, switching stations, and paralleling stations to provide the electricity from local utility companies and, at various locations, the lowering of the tracks or structural modifications to overhead bridges to provide adequate clearance for the catenary. Within the City of Boston, a substation is proposed at Roxbury Crossing and a paralleling station within the Readville railroad yards.

We wish to indicate our full support for this project. Electrification of the Northeast Corridor main line should result in a number of environmental benefits, including improvements in air quality and relief of traffic congestion, the reduction or elimination of air pollutant emissions and odors with the replacement of the existing diesel locomotives with electric locomotives - an impact which should particularly benefit the populated neighborhoods of Boston through which the trains run daily - and reductions in Boston-New York intercity travel by private automobile and airlines. With the higher speeds that will be possible and the elimination of delays associated with the current need to change locomotives at New Haven, significantly improved rail service between Boston and New York and a reduction in average trip times between the two cities from greater than four hours to less than three hours will result. This improvement in rail service is key to the goals of increasing Amtrak intercity ridership and promoting rail transportation as a feasible and attractive alternative to the other modes of intercity travel in the corridor.

At the same time, we do have a number of concerns with certain aspects of the project, as further detailed below. We also note that the Draft Environmental Impact Statement/Report is rather generalized in its environmental analysis and does not fully document its conclusions regarding the potential impact of the project. Nor do we find the mitigation proposals to be very substantial in their description or commitment. Much greater detail and substantially more information was provided in the Appendix volume (Vol. III), and we feel that more of this detail should have been included in the main document, since the technical studies seem not to have been generally circulated for review. Further, we would hope that the several outstanding issues noted in the document (e.g., archaeological impacts, noise mitigation, etc.) will be resolved for the Final EIS/R. And finally, we strongly recommend that the final document be more substantially bound together, so that the pages do not fall apart upon opening as has occurred with the draft document.

Noise and Vibration

According to the DEIS/R (Vol. III, pp. 4-60 ff), adverse noise impact will be experienced throughout the Boston segment of the corridor (affecting at least 127 residences). At the Hyde Park measurement site L_{max} would increase from 90 dBA to 96 dBA (existing SEL is as high as 100 dBA). This increase in noise impact is due to the higher speed of the trains and the more frequent service, notwithstanding the fact that the proposed electric locomotives are expected to be inherently quieter. Construction noise also will affect a significant number of residences, particularly in the vicinity of bridge modifications (Vol. III, Table 4-20). Similarly, a significant number of residences (555) in Boston will be affected by vibration impact from train passbys (Vol. III, Table 4-24). Therefore, mitigation measures to reduce both noise and vibration impacts, during construction and operation of the project, will be essential. The provision of mitigation should not be dependent on purely economic factors; it must be adequately funded by the project, not "subject to available funding" (Vol. III, pg. 4-103). (1)

A number of mitigation possibilities are suggested in the DEIS/R, but there is no commitment to specific solutions. Noise barriers are suggested, but these could have adverse visual and aesthetic impacts on residential areas if not sensitively designed. The use of welded rails should be considered for those portions of the right-of-way which do not have them. In addition, ballast mats should be installed to reduce vibration impacts since they have been found to be particularly effective. (2)

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Telephone (617) 722-4300
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Roxbury Crossing Substation

3 Included in the electrification project is a proposed electrical substation in the Roxbury Crossing section of Boston. The proposed site, approximately one-half acre in size, is located in an area of mixed commercial and residential use and is characterized in the DEIS/R as an "architecturally sensitive area." In close proximity to the site is a recently-constructed low-income housing development, the Madison Park High School/Humphrey Occupational Resources Center, several other schools, and the Southwest Corridor Park. The DEIS/R admits that the substation could be out of scale and character with the existing neighborhood (Table 5.2-1) and may be architecturally incompatible with the character of the surrounding area (Vol. I, pg. 5-15). Furthermore, the proposed site is characterized as having a moderate potential for archaeological sensitivity.

In view of these potential adverse impacts on the surrounding development, we recommend that the project proponent investigate alternative sites which may be more appropriate for a substation use and would not be out of character with their surroundings. If, however, a suitable alternative site is not available, then we strongly recommend that the proposed facility be enclosed in a building (or be located underground in a vault) and that the site be buffered with a landscape treatment compatible with its surroundings. The substation should be screened from view as much as feasible. Consideration should be given to providing public open space at the unused portion of the site. The project proponent also should be required to submit the design of the facility and site to the BRA for design review, to ensure its compatibility with the neighborhood. In addition, prior to any excavation on the site, the City archaeologist should be consulted to determine appropriate procedures for archaeological investigations.

4 Another issue involves the potential effects of electromagnetic fields (EMFs) which would be produced by the operation of the substation. This is an extremely high concern of community residents living in the vicinity of the substation site and who would experience long-term exposure to EMFs. Although the DEIS/R indicates that the evidence for public health effects of EMF exposure currently is inconclusive, still several studies have reported association of higher magnetic fields with childhood leukemia. Further study is needed of the possible effects of long-term exposure on residents, and especially on children, from the EMFs which will be produced by the Roxbury Crossing substation, including whether enclosing the substation within a structure would have any mitigative effect.

Traffic Circulation/Parking

5 The MEPA Certificate requested a level-of-service analysis at Dartmouth Street/ Columbus Avenue (Back Bay Station) to determine the impacts of more frequent passenger rail service on vehicular traffic in the vicinity of the station. However, no

analysis was included in the DEIS/R. We therefore request that this analysis be provided in the Final EIS/R.

6 With respect to pedestrian circulation, the DEIS/R notes that South Station would experience a 21% increase in passengers with this project and Back Bay Station an 11% increase. However, nowhere in the DEIS/R is there any analysis of the potential impact of these significant increases on existing pedestrian conditions, especially at South Station, which already experiences heavy pedestrian volumes. In addition, the impact of these additional pedestrians on circulation within Dewey Square should be evaluated. We request that these studies be included in the final document.

7 The DEIS/R indicates that no additional parking spaces would be permitted at South Station due to the existence of the EPA parking freeze. However, while the parking freeze does limit the number of commercial parking spaces in downtown Boston, new spaces may be built to replace existing spaces that are eliminated by development, etc. In fact, under the South Station Air Rights development plans, approximately 965 parking spaces are proposed by the Tufts International Bio-Medical Research development and 225 currently are under construction by the MBTA. At the same time, we do recognize that these spaces are not intended to provide parking for intercity rail passengers, nor should they do so. (Rather, the Route 128 station should serve as the regional Amtrak facility for the Boston metropolitan area, and adequate parking facilities should be provided here.) The Final EIS/R should update and clarify the status of future parking proposals at South Station.

Freight Traffic

8 Aspects of the proposed electrification project could have some serious adverse impacts on freight operations in the corridor, especially on the accommodation of double stack and tri-level cars, which the DEIS/R indicates are rapidly becoming the industry standard. Amtrak plans to maintain the current published vertical clearances under the numerous overhead bridges in the corridor, which, with the presence of the catenary and associated connections and insulators, could prevent the use of these higher freight cars. Therefore, we recommend that the proposed bridge modifications and track lowerings, as well as the catenary profile, take into account the needs to increase clearances to accommodate the double stack and tri-level cars so as not to severely restrict or inhibit freight operation in the corridor or to require prohibitively costly modifications in the future. Failure to do so could result in a serious negative effect on the economy of the Boston metropolitan area as well as the regional economy of southern New England.

Train Speeds

Train speeds of up to 150 mph are projected in the Ruggles Street Station area and at Hyde Park Station (and presumably in between). While we recognize the goal of the project to provide a high-speed rail service between Boston and New York, we

seriously question the safety of such high speeds in the fully developed urban residential neighborhoods through which the corridor passes. Passenger safety at the several stations also is a concern. It should be noted further that train speeds are strictly limited in the vicinity of Back Bay Station due to the curvature of the track at that location. The ability of a train passing through Roxbury Crossing at 150 mph to (9) reduce its speed sufficiently to that required at the nearby Back Bay Station is questionable.

Land Use/Aesthetics

The BRA, in its comment letter on the Environmental Notification Form, requested that the DEIS/R address, in particular, the impact of the catenary system on potential air-rights development in the South Bay/South Cove section of the corridor and secondly, the visual effects of the catenary system on adjacent residential areas, parklands, and historic properties. Neither of these issues were addressed. In the South Bay/South Cove area, the City of Boston has zoned the rail corridor and adjacent Turnpike to permit air rights development for housing and parkland, and recently the Massachusetts Turnpike Authority released an Air Rights Study of potential air rights development options over the Turnpike in Boston and Brookline. Therefore, the (10) impact of installing the catenary system on the feasibility of air-right structures needs to be evaluated and reported in the FEIS/R.

(11) Further, the visual impact of the catenary poles and wires on the residential neighborhoods of Roxbury, Jamaica Plain, and Hyde Park, and on the numerous historic properties located therein, needs to be addressed. The only visual impacts assessed in the DEIS/R were on rural properties along the Connecticut and Rhode Island shoreline. Just as important is the visual impact on fully developed urban residential neighborhoods. We request, therefore, that the Final EIS/R discuss both of these land use and aesthetic issues in detail.

Southwest Corridor Boat Section

(12) Also not addressed in the DEIS/R is whether the boat section in the Southwest Corridor would need to be lowered at any of the bridge crossings and, if so, the impact such lowering would have on the boat section itself and on any existing stations. This information should be provided in the final document.

Technical Comments

We are attaching to this letter some more specific technical comments on the DEIS/R and Appendices.

In conclusion, there are several outstanding issues which need to be clarified or further addressed in the Final EIS/R. More substantive detail regarding project impacts, particularly along the Southwest Corridor and at Roxbury Crossing, is

required. In addition, considerably more information needs to be provided regarding the mitigation commitments which will be provided as part of this project.

By copy of this letter, these comments also are being submitted to the Federal Railroad Administration pursuant to the National Environmental Policy Act.

Sincerely,

Paul Reavis
Assistant Director for Engineering
and Design Services

cc: Mr. Glenn Goulet, DTS-72
USDOT/RSPA

Charles Steward
M.B.T.A.

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement/Report
(EOEA #9134/DOT-FRA-RDV-93-01-A)

Technical Comments

Volume I: DEIS/R

13 Table 3.1-1: For the Boston segment, this table indicates only 5 churches within the corridor. However, the maps in Vol. II show a considerably larger number of churches within the corridor.

14 Pg. 3-4: In the Back Bay Station area description, it should be noted that the Pavilion at Park Plaza project is no longer viable.

15 Pg. 3-6: It is incorrect to categorize Hyde Park as a "minority" neighborhood. According to the 1990 Census, Hyde Park is at least 72% white.

16 Pg. 3-8: City of Boston regulations respecting noise should also be noted.

17 Pg. 4-24: (4.6.3 Energy Impacts)

This section does not discuss the future anticipated deficit in power production, which is discussed in the Energy Appendix.

The total energy consumption figures (Btu's/year) in the text (paragraph 2) are significantly inconsistent with the figures in Table 4.6-3.

18 Pp. 4-31-32: The Blue Hill Drive/Rt. 128 and Blue Hill/University Avenue intersections are not located in Boston, but rather in Dedham (Tables 4.9-2A to 2D inclusive).

Volume III: Technical Studies

19 Pg. 4-66: (Table 4-17) - What is the basis for the significant reductions in peak hour traffic volumes at South Station (Summer Street and Atlantic Avenue)? Data in the Central Artery/Tunnel FSEIS do not indicate this (considerably smaller reduction in the a.m. peak, increase in the p.m. peak).

20 (Pg. 4-82): A page (?) is missing - Sect. 4-4.6.1.

21 Pp. 9-32-9-33: (Tables 9-22A-D inclusive) - The Blue Hill Drive/Rt. 128 and Blue Hill Drive/University Avenue intersections are located in Dedham, not Boston.

MA 2-6

MASSACHUSETTS HISTORICAL COMMISSION
A Common Wealth to Keep

RECEIVED

December 7, 1993

Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

RE: Northeast Corridor Improvement Project Electrification, Massachusetts Segment EOEA # 9134 (MHC # 9096)

Dear Mr. Goulet:

Staff of the Massachusetts Historical Commission have reviewed the Draft Environmental Impact Statement/ Report (DEIS/R) prepared by the U.S. Department of Transportation's Federal Railway Administration Office of Railroad Development for the Northeast Corridor Improvement Project Electrification from New Haven CT to Boston MA. The Massachusetts Historical Commission would like to take this opportunity to offer comments on historic and archaeological resources which may be affected by the Massachusetts segment of the project.

Historic Resources

The Draft EIS/R provides a summary in Volume III, Technical Study 3, of buildings, districts, structures, objects and sites that are listed in or are eligible for listing in the National Register of Historic Places and are located adjacent to the railroad right-of-way. This information was supplemented with an Historic Resources Technical Report providing additional photographs, maps and inventory. While the majority of the historic resources located in the Massachusetts communities along the Northeast Corridor Project right-of-way have been identified, the identification of historic resources located along the railroad right-of-way through Boston is incomplete. The omissions appear to be concentrated around the Boston neighborhoods of Hyde Park, Jamaica Plain, and Mission Hill. The enclosed comments of the Boston Landmarks Commission, dated December 3, 1993, more specifically identifies these omitted resources. MHC staff request that these resources be addressed in a subsequent version of the EIR to enable MHC staff to fully evaluate the findings and recommendations regarding potential impacts of the proposed work on historic resources. (1)

Archaeological Resources

The Draft EIS/R provides a summary (I, 3-7; III, Technical Study 7) of the areas considered sensitive for prehistoric and historic period archaeological resources, which may be affected by the project. While this information is helpful as a start, there is not sufficient information provided in the Draft EIS/R for the MHC to be able to concur with findings or recommendations in the Draft EIS/R with regard to archaeological resources which may be affected by the project. Additional information is needed by the MHC in the form of an archaeological reconnaissance survey report (950 CMR 70). The report should include thorough presentations of the information gathered and used in determining archaeological sensitivity. For example, the discussion of the Roxbury Crossing Substation location (III, 7-41) did not reference earlier studies of the area which were done in connection with the Southwest Corridor project. Also, were there any impacts to this area during the Southwest Corridor project or subsequently? The reconnaissance survey report should also include larger scale maps with the limits of the survey areas clearly marked. (2)

In addition, the MHC wishes to express its dismay at the publication of archaeological site locations in violation of state and federal laws. Any subsequent Draft or Final EIS/R's should not include maps showing site locations. (3)

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800), and Massachusetts General Laws, Chapter 9, Sections 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71).

If you have any questions, please feel free to call Connie Crosby or Paul Holtz at this office.

Sincerely,

Brona Simon

Brona Simon
State Archaeologist
Deputy State Historic Preservation Officer
Massachusetts Historical Commission

xc: William T. Gage, EOEA/ MEPA Unit
Mark E. Yachmetz, Program Manager, Office of Railroad Development
Deborah C. Cox, Public Archaeology Laboratory, Inc.
Bruce Clouette, Historic Resource Consultants, Inc.
Cassandra Koutalidis, DMJM/ Frederick R. Harris, Inc.
Boston Landmarks Commission

encl.

MA2-7

The Commonwealth of Massachusetts

Department of Food and Agriculture
Lancaster Regional Field Office
142 Old Common Road
Lancaster, Massachusetts 01523

Bureau of Land Use
(508) 792-7711
(508) 365-5063

RECEIVED 12/13/93 JM

MEMORANDUM

To: Trudy Coxe, Secretary
Executive Office of Environmental Affairs

Attn: MEPA Unit William Gage

From: Marcia Starkey

Re: EOEA #9134 DEIS/E Northeast Corridor Improvement Project: Electrification New Haven to Boston

Date: 7 December 1993

This Draft Environmental Impact Statement/Report has been reviewed for possible impacts to agricultural resources in the Massachusetts portion of the project corridor.

Lands identified as agricultural on the Volume II land use maps include:
Sheet 21 Attleboro 2 fields, one at the PS
Sheet 23 Mansfield 3 fields at Rte. 495
Sheet 25 Sharon 1 field bisected by track

(1) The description of the area at the site of the Attleboro PS in Vol. III, p. 11-61, suggests an old field which is no longer active. The areas in Mansfield are not considered agricultural resources. We request that the area in Sharon at milepost 212 be more precisely described in the FEIR with respect to agricultural use and impacts, if any. Mitigation should also be described as appropriate.

The completed Farmland Protection Policy Act evaluation forms should be a part of the FEIS/R.

c/ Glenn Goulet

MA2-8

DEDHAM-WESTWOOD WATER DISTRICT

50 Elm Street, P. O. Box 9137 • Dedham, MA 02027-9137
(617) 329-7090

December 9, 1993

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02202

RECEIVED DEC 9 1993 MEPA

Re: EOEA #9134

Dear Mr. Gage:

I am writing in response to a request for comments on the Draft Environmental Impact Statement/Report for the Northeast Corridor Improvement Project Electrification.

(1) After review of the three volumes of the DEIR, I am concerned that the existing and proposed public water supply wells of the Dedham-Westwood Water District are not mentioned or included in tables or charts. For example, in Volume III, section 1.2.1.34 describing Westwood, the public well sites (4) are not included in the area listing sensitive receptors. In section 1.2.1.35 describing Dedham, there is no mention of the proposed Fowl Meadow well which has been granted all of the necessary permits and construction is planned for the near future.

(2) Although "project facilities" are not proposed for these areas, other work such as catenary installation will occur in this sensitive location. Also, the Route 128 Station is located between the four major supply wells of the District on University Avenue and the proposed Fowl Meadow well north of route 128. Again, no mention is made of the existing wells which supply two thirds of our public water supply in section 1.2.4.3 regarding the station.

Your attention to these comments is appreciated.

Sincerely,

Nan Crossland

Nan Crossland
Executive Dire

MA2-9

COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

100 CAMBRIDGE ST., BOSTON, MA 02202 617-727-3180 FAX 727-9402

RECEIVED 12/14/93

William F. Weld
GOVERNOR

Argeo Paul Cellucci
LT. GOVERNOR

Trudy Coxe
SECRETARY

Peter C. Webber
COMMISSIONER

December 6, 1993

Secretary
Executive Office of Environmental Affairs
20th Floor
100 Cambridge Street
Boston, MA 02202

Attention: MEPA Unit - Bill Gage

Re: EOEA #9134 - Northeast Corridor Improvement Project Electrification DEIR

Dear Mr. Gage:

We would like to bring to your attention the possibility of a positive link between public transportation and recreation similar to Rails-with-Trails projects that are gathering support in many areas of the country. The Warner Trail is a 35 mile-long hiking trail that has been in existence for fifty years. There is an opportunity to connect the Warner Trail with the trail system of the MDC at the Blue Hills Reservation in Canton. Specifically, we are requesting access for hikers to pass underneath I95 along the edge of the train ROW. (1)

I95 is a major obstacle in the proposed trail extension, but with approval from MBTA and AMTRAK, hikers could pass underneath the highway along a short section of the train ROW. The train tunnel underneath I95 is approximately 45 feet wide and hikers would require only a three-foot-wide corridor along the edge of the tunnel. A chain link fence could be used to separate hikers from the rail corridor along the edge of the approximately 300-foot-long tunnel. A fence would also serve to improve public safety because under current conditions people occasionally access the ROW in this area.

MBTA is the owner of the corridor, and staff from their Operations and Engineering offices have reviewed this proposal, including a site visit by one staff member. The status of their review is one of tentative approval, but only if the narrow trail corridor and fence

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would be compatible with catenation and other aspects of AMTRAK's electrification project.

The proposal to extend the Warner Trail is supported by DEM, MDC, the Town of Canton, the National Park Service, and citizen organizations including the Neponset River Watershed Association, the Appalachian Mountain Club and the Friends of the Blue Hills. Warner Trail extension could potentially benefit several hundred individuals who hike in the Blue Hills Reservation and on the Warner Trail each year. The DEIR described several potential benefits related to the electrification project. DEM would like AMTRAK to add recreation to the list of potential benefits with this small-scale but important Rails-with-Trails initiative.

Very Truly Yours,

Peter C. Webber
Commissioner

PCW:aeb

cc Jacob S. Wolfson - MBTA Manager of Railroad Operations
Gerry J. Ruggiero - MBTA Railroad Operations, Civil Engineer
Mark Yachmetz - Federal Railroad Admin., Office of RR Dvlpmnt.
Mark Primack - Deputy Secretary, EOTC
Mead Bradner - AMC & Friends of the Warner Trail

MA 2-10

RECEIVED 4/21/94

January 20, 1994

Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

RE: Northeast Corridor Electrification Project, Massachusetts Segment EOEA # 9134 (MHC # 9096)

Dear Mr. Goulet:

Staff of the Massachusetts Historical Commission have reviewed a draft copy of the reconnaissance survey archaeological report prepared for the Massachusetts segment of the Northeast Corridor Electrification Project, received by MHC on December 22, 1993. The report, entitled "Northeast Corridor Improvement Project - Electrification Draft Environmental Impact Statement/Report, Archaeological Reconnaissance Survey Report for Massachusetts, October 1993", was prepared by the Public Archaeology Laboratory, Inc. under sub-contract to the Public Archaeology Survey Team, Inc.

After reviewing the materials submitted, MHC would like to offer the following comments. A reconnaissance archaeological survey (950 CMR 70) was undertaken for eight locations in Massachusetts in order to ascertain the existing conditions, determine the archaeological sensitivity, and make recommendations regarding the need for additional study at each location. The eight locations studied include the Attleboro Paralleling Station and the Norton Switching Station in Attleboro; the East Foxboro Paralleling Station; the Depot Street Bridge, the Maskwonicut Street Bridge, and the Canton Paralleling Station in Sharon; and the Readville Paralleling Station and the Roxbury Crossing Sub-Station in Boston.

1 The MHC concurs with the archaeologist's recommendations for additional studies at the Attleboro Paralleling Station and the East Foxboro Paralleling Station and therefore requests that an intensive (locational) survey (950 CMR 70) be conducted. The MHC also concurs with recommendations that the Norton Switching Station in Attleboro, the Canton Paralleling Station in Sharon, and the Readville Paralleling Station in Boston lack integrity due to disturbances at these sites and therefore are unlikely to contain significant archaeological deposits.

At present the MHC is unable to concur with recommendations for the Depot Street Bridge and Maskwonicut Street Bridge in Sharon, and the Roxbury Crossing Substation in Boston without additional information not included in the draft report.

While the draft report is generally well written and organized, it does not meet the State Archaeologist's standards (950 CMR 70.14) for a reconnaissance survey report. For three of the study locations (Depot Street Bridge and Maskwonicut Street Bridge in Sharon, and the Roxbury Crossing Substation in Boston), the report does not contain sufficient background information or have sufficient information on existing conditions to allow the MHC to make a determination regarding the need for additional study. The MHC is sending comments to PAL, Inc. regarding the report under separate cover.

The MHC has previously provided comments on the Draft EIS/R in a letter dated 12/7/93. The MHC looks forward to receiving the additional information and working with the project proponent regarding the areas requiring additional survey.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (36 CFR 800), and Massachusetts General Laws, Chapter 9, Sections 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71) and MEPA.

If you have any questions regarding the archaeological review of the project please feel free to call Connie Crosby at this office.

Sincerely,

Constance A. Crosby

for Brona Simon
State Archaeologist
Deputy State Historic Preservation Officer
Massachusetts Historical Commission

xc: William T. Gage, EOEA/MEPA Unit
Mark E. Yachmetz, Program Manager, Office of Railroad Development
Deborah C. Cox, PAL, Inc.
Cassandra Coutalidis, DMJM/Frederick R. Harris, Inc.
Carol Chirico, Boston Landmarks Commission

MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

Design, Construction and Real Estate
Ten Park Plaza, Boston, MA 02116

MA2-11

BG

December 8, 1993

Trudy Coxe, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, Massachusetts 02202

Attention: William Gage
MEPA Unit

Subject: Northeast Corridor Improvement Project (NECIP)
Electrification - New Haven, CT to Boston, MA
Draft Environmental Impact Statement/Report(DEIS/R)
(with Volumes I, II and III) - EOEA No. 9134

Dear Secretary Coxe:

The Massachusetts Bay Transportation Authority (MBTA) is pleased to submit comments in response to the U.S. Department of Transportation, Federal Railroad Administration, (FRA) Draft Environmental Impact Statement/Report (DEIS/R) for the Northeast Corridor Improvement Project (NECIP) - Electrification from New Haven, Ct. to Boston, MA. We want to congratulate the FRA on their preparation of a very fine document which accurately describes the electrification project and the potential problems created by the project. Our review of the DEIS/R has established some concerns and we are optimistic they will be covered by the Final Environmental Impact Statement/Report. Listed below are detailed areas of concern to the MBTA:

The impact of this project on future commuter rail improvements which will benefit the environment (see pages 4-12, 4-39, 5-1 and 5-19 of the DEIS/R): While the purpose of the DEIS/R is to deal with the benefits and impacts of the Amtrak Electrification Project, this investment in infrastructure sets the stage for future improvements to rail commuter service within the corridor which will result in benefits to the environment.

In the Boston area, the Amtrak Electrification significantly increases the probability of electrification of MBTA commuter rail services. Service entirely on the Shore Line, would only require acquisition of electric locomotives (and a minor investment in locomotive maintenance facilities). Electrification of service on the other branches would require installation of catenary and power facilities.

The major benefit to commuter rail service from electrification is reduced running time due to the improved acceleration and top speed of electric motive power, which leads to increased ridership, reduced equipment and operating costs. The communities where the commuter rail operates also benefit from electrification because of a reduction in local air and noise pollution, resulting from electric propulsion compared with diesel, and from diversion of riders from autos to transit brought about by the reduction in travel time. As commuter rail service is characterized by frequent service, closely spaced stops, and a need to provide overnight storage of train sets at outer terminal (often near residential areas) the reduction in noise and air pollution due to electrification, can be very significant to the communities it serves.

Electrification of most or all of the commuter service in the MBTA Southwest Corridor would make it more practical to deck over the tracks for air rights development (The Corridor structures were designed to enhance future air rights).

There is no reason why the advantage of electrified commuter rail service would not apply to Rhode Island commuter territory. The Rhode Island service might be an extension of MBTA service and equipment.

1 We believe that these transportation benefits should be identified in the FEIS/R.

2 Table 4.9-1 - Volume I on page 4-30: This Table indicates that there will be no adverse operating effects on commuter railroads on the Northeast Corridor. While the installation of an electric traction system may not have adverse impacts, increased speeds by Amtrak trains may have adverse impacts. Train performance calculations have indicated that both increased speeds and increased train volumes will necessitate timetable and/or physical plant changes to accommodate compatibility with the existing MBTA commuter service in Massachusetts. The MBTA may have to acquire additional diesel powered locomotives so that commuter trains will be powered by two locomotives. This is required so that the commuter trains will be able to have faster acceleration and to be able to operate with the higher speed electrified Amtrak trains.

3 Roxbury Substation - Volume I (see pages 3-31, 4-49 and 5-15): A substation for the railroad electrification has been considered for this locale since the early stages of the Northeast Corridor project. The Southwest Corridor project made allowances for the Amtrak substation, as well as constructing a substation for the Orange Line at this location. Currently, the area around the site, to the west of the Southwest Corridor, is partly vacant and is devoted to commercial/industrial uses. The proposed Amtrak substation would improve the appearance of the area compared with what presently exists.

Please note that the MBTA Southwest Corridor project provided a landscaped buffer strip along much of the alignment to help soften the impact of the railway and roadway facilities, as well as providing open space for the neighborhoods and a good environment for the stations. This will help shield the proposed substation from view. Considering the character of traffic, land use, the presence of the rail lines, it is questionable that the relatively low noise levels, predicted for the substations, will be apparent to anyone in its environment.

Page A-18 in Volume I: This shows the locus of a paralleling station in Providence on a site that conflicts with the proposed Massachusetts/Rhode Island future train layover facility. This conflict has been identified to the project staff in the past. We feel adequate land is available in this direct vicinity to accommodate both facilities.

Volume III: Technical Study 5: Electromagnetic Field Impacts, Paragraph 5.5.1 on Page 5-21: a) Each substation utilizes two 40 MVA transformers (60 MVA at New London Substation). However, maximum load could be much higher than the transformer rating. Transformers should be sized for Amtrak and future commuter maximum traffic loads, which should be considered in the calculations. b) Electric field intensity for 115 kV overhead and underground connections to electric utilities should be estimated also. The electric field intensity will stay constant and will not change with the load. (4)

Paragraph 5.6, page 5-35, and Paragraph 5.4.1.1, page 5-12 of Volume II: Please note that the Boston side of the Roxbury substation does not utilize auto transformers and negative feeders. This should be corrected. (5)

Table 5-3 on page 5-18 of Volume III: MBTA employees should be considered as an occupational category for EMF exposure. Employees who work along the ROW or at stations will be exposed to Electromagnetic Field (EMF) exposure. Employees who work along the ROW or at stations will be exposed to EMF at the same level as Amtrak employees. Employees on the diesel driven trains will be exposed to EMF when an Amtrak train draws current within the same electrical section. (6)

Technical Study 8: Public Safety, Volume III page 8-1: This study does not include system grounding, which is a very important safety issue for the electrified system. (7)

Technical Study 5: Volume III - Paragraph 5.5.6, page 5-32: It is not clear why test results are so inconsistent. This should be explained more fully. (8)

Paragraph 5.5.8, page 5-35 - Volume III: Electromagnetic interference should be designed so that it does not affect nearby utilities. (9)

Technical Study 4 - Noise and Vibration: Pages 4-52 and 4-77 state that the X-2000 has been in service only one month. Is this true, or was this train set in revenue service in Sweden for some time before being modified for the tests here? The implication is that new equipment will always be quieter than older equipment. We believe that in the case of this type of higher speed train and service, there will have to be a higher level of maintenance of wheels, tracks, locomotive gearboxes, and slip/slide control system, than in the case of conventional lower speed trains, it will not be so severe, and will not exist for long because of more frequent maintenance activities. Thus, we disagree with the use of the 5dB "degradation factor" (page 4-78) applied to the X-2000 in the vibration projection. The X-2000 and other modern high speed trains should be investigated in their "natural habitat" to see if a "degradation factor" should be applied, and what it should be. (10) (11)

Also, pages 4-52 and 4-56 - Volume III: This states that two X-2000 power units (locomotives) were used to make projections because it is unlikely that the high horsepower that Amtrak wants would call for two power units for a typical express train (Metroliner). Service will probably utilize a single high horsepower locomotive. This should be utilized for the noise analysis. (12)

Table 4-10, Volume III, page 4-56: This table shows what consists of conventional trains in the "build" alternative to be two locomotives and eighteen coaches. While this might have been used for some power studies, we doubt that this is a realistic scenario for actual service. For one thing, the platforms are not long enough for such a long train (Route 128 and Back Bay have twelve car platforms). Also, the express trains would be so popular that there would not be a need for eighteen car conventional trains. (13)

Track maintenance is mentioned (page 4-95), as an ongoing program, so that there is little chance of this activity providing significant noise and/or vibration mitigation. As in the case of rolling stock maintenance discussed above, we believe that higher quality, more frequent track maintenance will be necessary when speeds are raised from 90-100 mph. Elimination of point defects (engine burns, poorly ground welds, etc.) and extensive use of rail grinding, and flange lubrication, should help reduce noise and vibration. New methods for monitoring wheel and rail defects will help find problems so they can be more easily and quickly dealt with. (14)

We believe that all of the issues previously mentioned could mean that the projected noise and vibration, shown in the DEIS/R, may be overstated, thus calling for greater mitigation measures than necessary.

While not part of "the project," the future electrification of the commuter services (which is a lot more likely to happen once the Amtrak project is in place, than if it had to be done "from scratch") will lead to significantly lower noise levels in the populous commuter rail territories. Figures 4-26 (page 4-86) and 4-27 (page 4-87) of Volume III show major reduction in noise levels for electric trains compared with diesel in the lower speed range. In commuter service, the trains spend a lot of time running at lower speed. The diesel powered trains are particularly noisy when accelerating, or even idling in stations in the case of the original F-40PH.

The trains operating on the Northeast Corridor in the Hyde Park section of Boston have been subject to many noise and vibration complaints. The DEIS/R has provided reasonable noise measurement results, but we do not find any focus on recommended relief for the Hyde Park area that has been subject to constant complaint over the last six years. We feel the higher speed trains and noise resultant from this train operation will increase complaints concerning train activity to both Amtrak and the MBTA when the high speed rail service commences. We must accept that these complaints have been demonstrated to be valid. Therefore, we recommend that the DEIS/R contain recommended mitigations to help reduce noise levels which will assure a better quality of life for the abutters. This project should be responsible for all required noise mitigation that has been identified. (15)

The DEIS/R covers unauthorized pedestrian crossing locations in Massachusetts. However, we at the MBTA do not concur with the locations or the few number of locations that have been identified as sites where illegal crossing occurs. Illegal crossing of the Northeast Corridor tracks in Massachusetts has been a very serious problem. The number of sites where this crossing occurs are many. The MBTA has expended an extensive amount of funds and, to date, fenced numerous areas to protect the public. Many trespassers have been injured and killed by trains on the Northeast Corridor in Massachusetts in the past few years. We feel it is extremely important that all of the right-of-way near residences be fenced in Massachusetts. Mixed opinions exist as to whether fencing enhances defense of liability when a trespasser is struck by a train or whether it reduces the defense. Regardless, we feel a moral obligation exists and should be met. We feel that the DEIS/R has understated the right-of-way fencing requirement and it needs to be strengthened. (16)

Station Pedestrian Hazards: Volume I (see pages 3-16, 4-26 and 5-17): The only Northeast Corridor Commuter Rail station in Massachusetts with at-grade pedestrian crossing of the tracks is Canton Junction. A funded project, in design, will eliminate the crossing.

At low platform stations, accessing the tracks can be significantly discouraged by use of intertrack fencing through the station, and extending several hundred feet beyond each end of the platforms, in addition to the normal right-of-way fencing. Automatic warning devices can further reduce the accident potential at low and high platform stations.

Volume III, Paragraph 9.4.3.3. (page 9-28): This section indicates the existing users of the Northeast Corridor that should be prepared to implement operational procedures designed to accommodate capacity changes resulting from the effect of high speed trains which will be allowed when electric traction is available. We feel the DEIS/R should provide all physical plant changes that will protect the commuter service when high speed service commences. (17)

Impacts on Railroad Freight Service: Volume I, pages 4-33 and 5-22; Volume III, page 9-26: The discussion in the DEIS/R gives the impression that there could be a need to provide clearance for double stack container service over a significant distance. Current studies of routes for double stack trains in the Boston area do not require use of the Shore Line for this service to reach the two marine terminals. It is possible that a short section of the Shore Line between Mansfield and Attleboro might carry such intermodal trains to an inland terminal serving southeast Massachusetts, but the costs and benefits of this have not yet been studied.

It is possible to operate stack trains over routes with restricted vertical clearance by stripping the top layer of containers at an inland location. Conrail has just opened an improved terminal in Syracuse, NY where this is done to stack trains destined for New England. If clearances are improved, say as far east as Worcester, the "fillet" operation could take place there, for trains destined to Eastern Massachusetts, Rhode Island and other locations where clearance is restricted. Further clearance improvements could be done incrementally when economically justified and funded. It should be noted that domestic container service is becoming more important over time and all containers don't go to the dockside, so many could be transferred to road at inland terminals. All clearance requirements should be closely coordinated with the planning currently underway with the Massachusetts Executive Office of Transportation and Construction.

Volume III - Page 9-8: This section indicates a 20'6" vertical clearance from top of rail to underside of any structure required for double stack freight cars. In Massachusetts, we are using the dimension 20'8" because of double stack cars existing (18) that result in this need.

The MBTA, as owner of the Northeast Corridor in Massachusetts, has deeded obligations to the freight carriers. Therefore, we are very concerned that the DEIS/R adequately covers the needs of the freight carriers. Perhaps the addition (19) of statements indicating potential mitigations for any adversities imposed upon freight carriers would indicate an interest in providing relief.

Visual Impacts of Electrification: Volume I (page 3-26, 4-41 and 5-22): The DEIS/R discusses the possible visual impacts of the catenary system and power facilities along the corridor. In many part of the corridor, the greatest number of people that would have the best view are those riding the trains. The Shore Line offers one of the most scenic train rides in the east. The electrification project, with its increase in train frequency, will make the scenic views available to a significantly increased number of train riders.

On the other hand, those neighbors of the railroad who use its right-of-way or their own property next to the tracks, as a dumping ground, should be encouraged to "clean up their act," to improve the image of the communities, and their local track-side businesses, as seen by the traveling public.

Adverse visual impact has the potential of being a problem anywhere along the Northeast Corridor. The MBTA is particularly interested in the Massachusetts segment. These complaints may arise from the visual appearance of the Roxbury substation, switching stations, paralleling stations or catenary poles. We (20) feel the DEIS/R should offer mitigation in the way of added trees or shrubbery that would help the aesthetics of the structures.

Secondary Development - Volume I (pages 3-4 and 4-2): The report discusses possible development in the vicinity of stations. The project will also enhance development at other locations along the right-of-way. Electrification will make it easier to develop air rights over the right-of-way as it eliminates the need for major ventilation required by diesel powered trains. It may take some time before this occur in locations such as Boston which has extensive diesel powered commuter service. However, since the electrification project is providing a significant part of the infrastructure needed for electrified commuter service, there is a much greater chance that it will happen than there would be otherwise.

Because the NEC commuter rail service (and rapid transit lines in Boston) have good connections with the express rail service, improvements in one service will lead to improvements in, and benefits to the other, that is, a network effect. Communities serviced by the commuter rail line (on the Northeast Corridor and/or connecting to it) will become more attractive places to live and/or work, creating a demand for new development and rehabilitation of existing properties and neighborhoods. This will extend well beyond the express stations mentioned in the DEIS/R.

Project "MUD" Area Between Arlington/Tremont and Albany Street, Volume I (page 4-53): Design of track modifications and the catenary system in this are is currently underway. The concept of lowering the track without impacting the waterproof membrane is still being followed. It appears that some lowering may occur at the intermediate bridges, and the amount of lowering may vary slightly from that described in the DEIS/R. The track alignment, profile, and number and location of crossovers is also impacted by the Central Artery project and is being taken into account by the electrification project. Design of improvement in this area should also correct the problem caused by faulty installation of the waterproof membrane. The effect of this faulty installation is resulting in a lowering of the water table, exposure of wooden foundations and resultant settlement. Documentation of these conditions are available from Amtrak.

(21) Volume III - Technical Studies (page 9-15): Amtrak operates station building on outbound side at Route 128 station; the current parking fee is $1.00 not $3.00 and Greenlodge Street parking is free. The MBTA does not own the land.

Northeast Corridor Ridership Projections: - (PAGES 3-17, 4-28 and 5-1): This report states that the increase in ridership for the electrified intercity rail service is largely a result of diversions to rail from air to autos, and does not assume that this improvement will generate new traffic in the corridor. This could result in a conservative estimate of ridership. Experience with the implementation of new higher speed, high quality services on existing and new rail lines in other countries has shown that new trips can be generated in addition to trips diverted from other modes. Some of this gain is from commuters who can make longer home to work trips (increasing their choice from homes and work places within a given travel time) and from leisure and business trips that can be made more easily in the same day. This kind of traffic generated by the service, is (22) probably difficult to forecast, but should be considered by the planning process.

Again, the MBTA would like to compliment the U.S. Department of Transportation on the development of an excellent DEIS/R. We look forward to the continuation of this work with the Federal Railroad Administration and Amtrak aimed towards the installation of electrification and the resultant high speed rail service.

Sincerely,

Geoff Slater
Director of Planning

RECEIVED 1/12/94 9pm

The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Ten Park Plaza, Boston, MA 02116-3969
Office of the Secretary

William F Weld
Governor

Argeo Paul Cellucci
Lieutenant Governor

James J. Kerasiotes
Secretary and MBTA Chairman

January 11, 1994

Ms. Trudy Coxe
Secretary
Executive Office of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, Massachusetts 02202

SUBJECT: Northeast Corridor Electrification Project
Draft Environmental Impact Statement (EOEA No. 9131)

Dear Ms. Coxe:

1 The Commonwealth of Massachusetts has consistently supported efforts to improve the infrastructure of the Northeast Corridor. We continue to be active in the Coalition of Northeastern Governors (CONEG) High Speed Rail Task Force and its efforts to secure funding for High Speed Rail initiatives.

The electrification of the Northeast Corridor in Massachusetts, if properly integrated with other rail users, is expected to contribute to improved intercity and MBTA Commuter Rail services. It is also expected to reduce air pollution and is vital to the goal of three-hour New York-to-Boston travel time.

The environmental process has identified a number of areas of concern with this project. With proper mitigation, open communication and a positive approach to problem solving, the issues identified should not become impediments to completion of this worthwhile effort.

We believe that this project will have significant benefits to the region. We urge your favorable review of the Draft Environmental Impact Statement.

Sincerely,

James J. Kerasiotes
Secretary and
MBTA Chairman

cc: Dennis Sullivan
Jim O'Leary

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MA 2-13

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RECEIVED 1993

8 December 1993

Secretary Trudy Coxe
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, MA 02202

Dear Secretary Coxe:

I have reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for the Northeast Corridor Improvement Project (EOEA No. 9134). The City of Boston continues to support Amtrak's goal to bring high-speed rail to the Northeast Corridor. This project will help relieve congestion, reduce pollution, and stimulate economic development throughout New England. However, we have a number of concerns about the impacts of this project, especially in Boston's residential neighborhoods.

Neighborhood impacts

High-speed rail service will travel along the Southwest Corridor, a transportation right-of-way and linear park that runs through a number of densely populated neighborhoods. Residents have raised concerns about the noise, vibration, and electromagnetic fields that will result from this project.

According to Tables 4.4-4 and 4.4-7, some 127 residences in Boston will experience noise impacts from this project and 555 will experience vibration. Boston residents comprise 41 percent of those experiencing vibration and 16 percent of those experiencing noise along this corridor. Amtrak should work with residents and appropriate city agencies to develop a comprehensive program to mitigate noise and vibration impacts in the affected areas. (1)

Roxbury Crossing Substation

Amtrak plans to locate a substation in the Roxbury Crossing section of Boston. This area includes a number of sensitive uses, including residences, schools, recreational facilities, and a new health center.

RAYMOND L. FLYNN, MAYOR
RICHARD A. DIMINO, COMMISSIONER

We are extremely concerned about the impacts of locating a substation in this sensitive area. The DEIS/R includes very little information about the potential impacts of the substation or proposed mitigation measures. The proponent should explain the reasons for locating a substation here. What alternative sites were considered? What will the impacts be, during construction and during operation? How will Amtrak mitigate the impacts of this facility? (2)

Readville Paralleling Station

The report should explain the impacts of the Readville paralleling station in more detail. According to Table 5.2-1, six homes will be exposed to noise from this facility. The report should provide more detail about the impacts of this facility and the proposed mitigation measures. (3)

Parking

According to the DEIS/R, parking demand will exceed supply at all express stations. Back Bay and South Stations, with their connections to the regional transit system and access to downtown businesses, will continue to serve large volumes of Amtrak passengers. However, because of the constraints of their urban locations, these stations cannot and should not serve as regional parking facilities; instead, we believe that Route 128 Station should serve as the regional Amtrak facility for the Boston metropolitan area.

In recognition of this role, the DEIS/R recommends increasing parking capacity at the Route 128 Station by 1,260 spaces. The report says that Amtrak is currently discussing station and parking improvements at this location with the MBTA. Given the growing importance of this station in the regional transportation network, the proponent should demonstrate a stronger commitment to increasing the parking supply at this location. (4)

Station impacts

The DEIS/R shows substantial increases in pedestrian activity at South Station and Back Bay Station. The FEIS/R should analyze pedestrian traffic at these locations and propose mitigation measures as appropriate. (5)

The Secretary's Certificate asked the proponent to analyze vehicular traffic impacts at the intersection of Dartmouth Street and Columbus Avenue. This information is missing from the DEIS/R and should be included in the final report. (6)

In addition, the intersections around Route 128 Station are not in Boston, but in the Westwood/Dedham area. Subsequent reports should make this correction. (7)

Freight operations

The DEIS/R says that planned Amtrak improvements could increase the costs of freight rail service, by restricting hours of service and by increasing the complexity a freight clearance program in the future. The combination could place the Northeast Corridor at a competitive disadvantage in the rail freight market.

The impacts on freight operations could have a negative impact on the regional economy. As the report points out, some freight shippers may switch to trucks and others may relocate their operations. The Providence and Worcester railroad may cease operations in the corridor.

These impacts are extremely troubling. Amtrak should develop a program to mitigate the impacts of this project on freight rail traffic. For example, Amtrak could share the costs of undertaking a freight clearance program along affected segments of the corridor. (8)

Conclusions

Although the Federal Railroad Administration has begun the process of identifying project-related impacts in the DEIS/R, additional information is needed. Bringing high-speed rail to the Northeast Corridor is an important and long-awaited project. But the DEIS/R raises a number of concerns about the project's impacts and lacks details about mitigation measures.

This project will adversely affect residents who live along the corridor, subjecting them to noise, vibration, and other impacts. The FRA should provide more details about project impacts, specifically along the Southwest Corridor and at the Roxbury Crossing and Readville facilities. After identifying the project impacts, the FRA should begin to work with the affected residents and appropriate city agencies to develop a comprehensive mitigation program for this project.

Sincerely,

Rina Cutler

Rina Cutler
Commissioner

RC:SB
9261T

cc: Mark Yachmetz, FRA
Glenn Goulet, USDOT

MA2-14

MA-2-14 BG

Commonwealth of Massachusetts
Executive Office of Environmental Affairs
Department of Environmental Protection
Metro Boston/Northeast Regional Office

William F. Weld
Governor
Daniel S. Greenbaum
Commissioner

RECEIVED
JAN 27 1994
MEPA

January 26, 1994

Trudy Coxe, Secretary
Executive Office of
Environmental Affairs
20th Floor
100 Cambridge Street
Boston, MA 02202

RE: NECIP/DEIR
EOEA #9134

Attention: MEPA Unit

Dear Secretary Coxe:

The Northeast Regional Office of the Department of Environmental Protection has reviewed the Draft EIR for the proposed Northeast Corridor Improvement Project (EOEA #9134).

The project proposes the electrification of the Northeast Corridor main line between New Haven, Connecticut and Boston. Doing so would require the installation of catenary lines along the 156 mile stretch of track. Ancillary structures associated with this project include substations, switching stations, and paralleling stations. At some locations, bridges would have to be modified or replaced. Tracks would have to be lowered at 27 locations along the corridor.

Based on information presented in the EIR, it is unclear whether this project will require any permits issued by the DEP Northeast Regional Office. With the exception of the installation of poles associated with the catenary system, construction impacts are proposed in only a few municipalities located within the boundaries of the DEP Northeast Region. These include construction of a substation at Roxbury Crossing in Boston and paralleling stations in Canton and the Readville section of Boston. Modifications within South Station also will be required.

(1) It is noted in the EIR that none of these appurtenances will impact wetlands. However, it is unclear whether building or maintaining these structures will require constructing access/maintenance roadways or installing supplemental electrical lines near or through wetlands. This issue should be addressed in the Final EIR. The Department also notes the Draft EIR states in Table 5.6-1 that a Water Quality Certificate may be required under Section 401 of the "Safe Drinking Water Act." If federally designated wetlands are impacted by the project, the project will require a Water Quality Certificate from DEP under Section 401 of the federal Clean Water Act. There also is a possibility that some of the proposed stormdrains outlets associated with the appurtenance structures may be in the vicinity of designated Outstanding Resource Waters. Any direct discharge to tributaries or wetlands bordering these waters may preclude the granting of a Water Quality Certificate. It is recommended the project proponent contact the DEP Division of Water Pollution Control at (508) 792-7470 for further guidance regarding this.

(2) The project proponent also is advised that contaminated soil frequently occurs along railroad lines. Removing contaminated soil, pumping contaminated groundwater, or working in contaminated media must be done under the provisions of MGL c.21E/21C and OSHA. If contamination along the proposed route is suspected, the appropriate soil and groundwater tests should be conducted well in advance of the start of construction and professional environmental consulting services should be readily available to provide the contractor the technical guidance required to facilitate any necessary permits.

The DEP Northeast Regional Office appreciates the opportunity to comment on this proposed project. If you have any questions regarding these comments, please contact me at (617) 935-2160.

Sincerely,

John Felix,
MEPA Review Coordinator

10 Commerce Way • Woburn, Massachusetts 01801 • FAX (617) 935-6393 • Telephone (617) 935-2160

MA2-15

Massachusetts Bay Transportation Authority

William F. Weld, Governor
Argeo Paul Cellucci, Lieutenant Governor
James J. Kerasiotes, Secretary and MBTA Chairman
John J. Haley, Jr., General Manager

January 21, 1994

Secretary Trudy Coxe
Executive Office of Environmental Affairs
100 Cambridge Street
Room 2000
Boston, Massachusetts 02116

RECEIVED
JAN 25 1994
MEPA

Attention: MEPA Unit
William T. Gage

EOEA #9134

Dear Secretary Coxe:

The Massachusetts Bay Transportation Authority (MBTA) would be pleased to take this opportunity to comment on Amtrak's Northeast Corridor Electrification Project. This project is of substantial benefit to the Northeast, and the MBTA is pleased to see the program move forward.

The MBTA has concerns about the effects of this project on its Route 128 Station, and would like to use this time to express them. This comment letter is in addition to the MBTA's letter of December 8, 1993.

Electrifying the corridor will substantially make the use of this line an attractive alternative to roadways, and help reduce congestion to Logan Airport. The demand, therefore, on the MBTA's Route 128 Station in Dedham will increase. In light of this increase, the MBTA has the following questions that it would like to see answered in a submission to MEPA.

1 - How many more people will be using the station at Route 128 to access Amtrak's service?

2 - Are the current parking facilities at Route 128 adequate to handle this demand, or should new parking be developed? If so, to what extent and what are the impacts of this new parking (e.g. wetland impacts, surface water drainage and runoff, etc.)?

3 - What impacts will the increased usage at Route 128 Station have on local traffic? This always should include all trips including customers who park, kiss and ride etc. Is traffic mitigation on local roads necessary? If so, to what extent and which types?

4 - What effects will increased service have on the corridor, and anticipated new riders at the station have on local air quality? This analysis should look at car exhaust emissions as well as off road emissions. Is any air quality mitigation or management plan necessary?

The MBTA has a great interest in these questions and would like to see them answered accurately. This information is necessary to help the MBTA plan future capital improvements to the station. This project is of mutual benefit to the MBTA and Amtrak. For that reason, the MBTA is eager to work closely with Amtrak to gather this information. The MBTA believes a collaborative effort will produce necessary results in a timely manner.

Sincerely,

Andrew D. Brennan
Manager of Environmental Affairs

ADB/gk

MA2-16

City of Boston
The Environment Department

THOMAS M. MENINO
Mayor

Lorraine M. Downey
Director

Boston City Hall Room 805
Boston, Massachusetts 02201
617 635 4416 or 635 4850

December 3, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA, DTS-72
Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142

RE: Northeast Corridor Improvement Project, Rail Corridor Electrification
Boston, MA to New Haven, CT

Dear Mr. Goulet:

The City of Boston Environment Department has reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for the proposed project referenced above and hereby submits the following comments in response:

GENERAL

The Environment Department strongly supports the proposed project in concept. Electrification of the Northeast Corridor will make train travel competitive with air travel and more convenient than auto travel. The resulting annual diversion of millions of travelers from the region's roads and skies will produce significant regional air quality benefits (the DEIS/R claims transportation-related reductions of VOC by 7%, NO_x by 13%, and CO by 4% in the design year). The rail project will also help relieve local congestion around Logan Airport, and will exert downward pressure on the number of aircraft overflights of densely populated areas. The proposed project will undoubtedly benefit the region as a whole.

Nonetheless, the electrification project will engender significant environmental impacts in the immediate area of the corridor itself. Such impacts include corridor-wide increases in noise, vibration, visual intrusions, and safety concerns. Locations of substations and paralleling stations will cause particularly severe operational noise and vibration impacts at a number of locations in the corridor, including several densely developed neighborhoods in Boston. Traffic, pedestrian, and parking impacts could occur around station locations, especially in Providence, Dedham, and Boston. Visual impacts will occur at a number of historically sensitive areas, including at least 10 historic bridges and the site of the proposed Roxbury Substation.

The Environment Department is disappointed with the quality of the DEIS/R relative to discussion of impacts within and along the immediate corridor and the lack of specific mitigation commitments for those impacts. The DEIS/R does not adequately discuss noise and vibration impacts, and contains many omissions and errors regarding other environmental impacts as well. The DEIS/R is minimally adequate as a draft, but the Environment Department expects a vastly improved document for the Final EIS/R, with a quantifiable and fair mitigation program which shows a better understanding of the corridor environment. Specific concerns are as follows:

NOISE

The DEIS/R relegates substantive discussion of noise impacts to the technical appendix, which did not receive general circulation. The appendix projects adverse noise impacts at 247 Massachusetts residences, with 127 of those in Boston. The DEIS/R derives these estimated impacts using the proposed FTA Significant Noise Impact Criteria (1990). The Environment Department has consistently objected to these proposed standards as unfair to highly developed urban areas. The standards allow higher levels of absolute noise in areas already prone to noise impacts. Thus, rural areas of the corridor with existing noise levels of <44 dBA L_{DN} will qualify for noise mitigation for project-related noise impacts at no higher than 59 dBA L_{DN}, while urban dwellers, already subject to L_{DN} levels typically around 65 dBA, will not qualify as "adversely impacted" by project-specific noise until ambient levels reach 70 dBA L_{DN}. The Environment Department recommends adoption of an absolute residential performance standard of 65 dBA L_{DN} (HUD already uses this standard), with noise levels above this level requiring mitigation automatically. For background levels of noise already in excess of 65 dBA L_{DN}, the Environment Department recommends adoption of a "no net increase" policy, where mitigation would entail no less than maintaining current L_{DN} levels. The FEIS/R should apply this absolute standard to the corridor, and document any residences which would qualify for noise mitigation under this new standard. (1)

Even with the flawed performance standard used, the DEIS/R does not include a firm commitment to noise mitigation along the corridor, promising only "reasonable and feasible" mitigation subject to funding constraints. Funding for noise mitigation is essential, and the proponent should secure such funding before final project design. The FEIS/R should report on the status of all mitigation funding commitments. If the proponent decides to make wide scale use of noise barriers, the FEIS/R should discuss possible negative visual impacts along urban corridors. The proponent should consult with appropriate local agencies along the corridor to develop the most visually unobtrusive noise mitigation possible. (2)

Several of the various substations and paralleling stations will produce negative impacts on residences, including the proposed Roxbury Crossing substation and

Readville paralleling station in Boston. Paralleling station noise tends to occur in puretone conditions at the lower end of the frequency spectrum, making it difficult to control and mitigate. The FEIS/R should present more detail on noise (3) mitigation at substations and paralleling stations, and should outline what steps the proponent intends to implement to prevent low frequency puretones.

The DEIS/R projects construction noise impacts from bridge alterations to impact 913 residences corridor-wide, 259 in Boston. The proponent should (4) commit to keeping residents informed about the scheduling, duration, and extent of construction-related noise impacts. The Environment Department also takes exception to the claim that construction noise impacts at 970 residences for periods up to nine months "are not expected to be adverse due to their limited duration (Vol. 3 p. 4-104)." The FEIS/R should discuss appropriate mitigation (5) for nighttime construction activities. The proponent should seriously consider avoiding construction between the hours of 11:00 PM and 7:00 AM in residential areas. Such a commitment would eliminate the need for much of construction noise mitigation which nighttime construction would require.

VIBRATION

The DEIS/R projects annoyance-level operational vibration impacts at 732 Massachusetts residences, with 555 of these in Boston. Use of ballast mats should help mitigate vibration impacts in most instances. However, the DEIS/R admits that ballast mats will not provide adequate mitigation in all areas, depending on vibration frequency. The FEIS/R should outline those properties for which use of (6) ballast mats will not provide adequate mitigation, and should commit to alternate forms of mitigation as needed.

SCHEDULING

The increased frequency of passenger trains could have adverse impacts on the scheduling and cost of freight service in the Northeast Corridor. This increased inconvenience and cost could cause diversions of freight shipments to trucks, thereby increasing air quality impacts, or could necessitate frequent nighttime freight trains, increasing noise impacts, or both. The electrification project could also have the effect of precluding introduction of double stack and tri-level freight cars, further disadvantaging future freight operations. The FEIS/R should better (7) quantify the environmental impacts of these potential changes in freight operations, and should propose methods of reducing the negative impacts.

SAFETY

Implementation of the proposed project will allow high-speed train travel of the entire Northeast Corridor. While increased train speed presents a benefit to travelers, it could pose safety issues, especially in urban areas. The DEIS/R

projects trains reaching 150 mph within the Boston city limits, and maintaining speeds near 150 mph inbound of Ruggles Station. The Environment Department questions the wisdom of maintaining such high speeds in this heavily urbanized area. As currently proposed, the trains will have to slow from 150 mph at Ruggles St. Station to 0 mph at Back Bay station. The Environment Department is concerned that the proposed speeds at Ruggles will not allow adequate time to safely decelerate by Back Bay. (8) The FEIS/R should analyze reducing train speeds from Readville to Back Bay, and how this safety measure would impact the programmatic goals of fast travel to New Haven/New York. (9) The FEIS/R should outline measures to ensure against illegal entry onto the tracks. Also, if the FEIS/R proposes safety fences, it should discuss the impact of these fences on wildlife habitat and recreational use in open spaces along the corridor, as well as the visual impacts of the fences on the character of the surrounding areas. The Environment Department has particular concerns with negative impacts on the urban wild area between Dale St./Metropolitan Ave and West St. in Hyde Park.

FACILITIES SITING

The proposed substation at Roxbury Crossing raises a number of issues which the FEIS/R should more fully address. The DEIS/R states that the proposed substation is located in an area of mixed residential and commercial development. (10) The report fails to mention that the proposed substation lies within several hundred feet of numerous sensitive receptors, including a densely developed public housing complex, the Southwest Corridor Park, and three schools (Roxbury Community College, Madison Park High School, and the Tobin Elementary School). In addition, the Vienna Brewery Complex, recommended for National Register listing as part of the Stony Brook Breweries Thematic Nomination, abuts the proposed substation site at 37 Station Street and 133 Halleck Street.

(11) The FEIS/R should identify alternative sites for the substation or provide justification for the proposed location. The report should also detail mitigation for this site in the absence of relocation, including the potential for enclosing the substation in a building or placing the substation underground. Given the sensitivity of the site, the proponent should commit to close cooperation with the Boston Landmarks Commission, Boston Air Pollution Control Commission, and Boston Redevelopment Authority to develop an appropriate urban design for the substation site which minimizes visual and noise impacts.

PEDESTRIAN / VEHICULAR VOLUMES

The DEIS/R projects a 21% increase in pedestrian traffic at South Station, an 11% increase at Back Bay/South End Station, a 159% increase at Providence, and a 28% increase at New Haven as a result of the project. Despite the large (12) projected increases, the DEIS/R does not include any pedestrian level of service or

desire line analyses. The FEIS/R must correct this omission. Similarly, a vehicular level of service analysis of the intersection of Dartmouth Street and Columbus Avenue should appear in the FEIS/R. The Secretary's scope expanded the transportation analysis to include this intersection, but the DEIS/R fails to address the impacts of the project on the level of service in this location. Also, the proponent should note that the Blue Hill Drive/Rte. 128 and Blue Hill Drive/ University Ave. intersections are not in Boston, as the DEIS/R claims, but in the Dedham/Westwood area.

OPEN SPACE

The DEIS/R fails to identify that the rail corridor abuts the Southwest Corridor Park, a linear park which runs from Forest Hills MBTA station in Jamaica Plain to the Back Bay Station. The 52 acre park, completed in 1988, includes bike paths, community gardens, tot lots and passive open space. The FEIS/R should identify adverse impacts to the Southwest Corridor Park and propose mitigation measures as appropriate. 13

HISTORIC RESOURCES

The Boston Landmarks Commission (BLC) has inventoried historic resources in the neighborhoods adjacent to the rail corridor. It appears that the proponent did not consult the BLC's Comprehensive Boston Preservation Survey during the preparation of the study, as the DEIS/R omits numerous historic resources within the area of potential impact. The following lists identify historic resources closest to the rail corridor with which electrification elements may not harmonize visually. The FEIS/R should discuss the impacts of the project on these resources, and develop a comprehensive mitigation plan. 14

The project could generate impacts on the following historic resources within 1/4 mile of the rail corridor in the Hyde Park neighborhood:

- Haleyville District (1123-1165 & 1128-1172 Hyde Park Ave. & 74-78 Harvard Ave. abutting the rail corridor), recommended for National Register District listing.
- Webster Square District (River, Webster & Everett Sts., Central and Dell Aves.), recommended for National Register District listing.
- Dedham Manufacturing District (1576-1608 River St., Knight St., Damon Pl. & Readville St.), recommended for National Register District listing.
- B.F. Sturtevant Company (Damon Street), recommended for individual National Register listing.
- Christ Church (1220 River Street), recommended for individual National Register listing.

- Hyde Park Public Library (35 Harvard Avenue), recommended for individual National Register listing.

The project could impact the following historic resources within 1/4 mile of the rail corridor in the Jamaica Plain neighborhood:

- Woodbourne District (Southbourne Road, Florian & Wachusett Sts.), recommended for National Register District listing.
- Sumner Hill District (bounded by Green, Sedgewick, South & Centre Sts. & the Southwest Corridor), listed on National Register.
- Glenvale Park (Chesire & Lamartine Sts, Chestnut Ave. & Marlou Ter.), recommended for National Register District listing
- Green Street Manufacturing District (Green St. & Brookside Ave.), recommended for National Register District listing.
- Hyde Square District (Centre, Wyman, Forbes, Sheridan, Cranston, Paul Gore & Danforth Sts. & Chestnut Ave.), recommended for National Register District listing.
- Haffenreffer Brewery (Germania Street), listed on National Register.

Within 1/4 mile of the rail corridor in the Mission Hill neighborhood, the project could impact the following properties:

- Parker Hill/Mission Hill North Slope District (Tremont, Burney, Alleghany, Terrace & Hillside Sts., Delle & Folsom Aves.), recommended for National Register District listing.
- Stony Brook Breweries Thematic Nomination (31 Heath St., 31 New Heath St., 156-158 Terrace St., 55 New Heath St., 125 Halleck & 37 Station Street, 133 Halleck Street), recommended for National Register listing.

Again, the Environment Department expects a detailed analysis of the impacts of the project on these historic resources in the FEIS/R, and the development of a thorough and fair mitigation program.

CONCLUSION

In summary, the Environment Department strongly supports the development of high speed rail between Boston and New Haven in concept. Unfortunately, the Department finds the DEIS/R for this important project lacking in detail and commitment to appropriate mitigation. The document provides enough information to be considered in minimal compliance with 301 CMR 11.00, but the Environment Department expects the proponent to produce a much higher quality document for the Final EIS/R, and urges the proponent to work cooperatively with state and local agencies along the project corridor to resolve the many outstanding issues regarding impacts in and along the corridor.

EDB on NECIP Electrification 12/3/93

I thank you for your time and attention.

Sincerely,

Lorraine M. Downey
Director

cc: Mark Yachmetz, FRA

MA 3-1

Citizens Transportation Action Campaign

33 Mount Vernon Street • Boston, Massachusetts 02108 • Telephone: 617-523-1994

Robert L. Fleswell, United Transportation Union, PRESIDENT
Daniel J. Lanzoni, Brotherhood of Locomotive Engineers, VICE PRESIDENT
Steve Tolman, Transportation Communications International Union, VICE PRESIDENT
John Tolman, Brotherhood of Locomotive Engineers, VICE PRESIDENT

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ASERT

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Architect, Planner and Urban Designer

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Massachusetts Rights Coalition

Jack Sullivan
Transportation Communications Int'l Union

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VIA FACSIMILE

December 2, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142-1093

re: Draft Environmental Impact Statement/Report (DEIS/R) for Northeast Corridor Improvement Project Electrification - New Haven, CT to Boston, MA

Dear Mr. Goulet:

1 The Citizens Transportation Action Campaign (CTAC) has worked aggressively to tie together northern and southern New England's rail network through a rail link, as part of the Central Artery Project. A component of this successful effort has been the commitments by the Federal Government to electrify the Shore Line to Boston by 1998. Timely completion of this project will help ensure our goal of seeing the rail link completed concurrently with the Central Artery.

As advocates for improved mobility in the Boston region through development of the Central Artery Rail Link (CARL), CTAC has an interest in the successful outcome of the New Haven to Boston electrification project. Electric operation is a planned component of the CARL.

The direct and indirect economic benefits of this electrification project are also significant, both for the near and long term. During construction, the project will provide needed jobs to the construction industry. Once the project has been completed over 250 new jobs will be added by Amtrak to operate and support the new services. This, of course, is only the beginning. When the CARL is completed, expanded service will result in even greater employment opportunities with the regional system. More importantly, high speed rail service will bring a unique opportunity for focused environmentally sound economic development to Boston and all other on-line cities.

CTAC believes that the impacts on abutters from increased rail

traffic will be counterbalanced by elimination of diesel locomotive noise and emissions, and also from reduced air traffic noise throughout the region. CTAC endorses the electrification project and hopes that the environmental review process will be completed in an expeditious manner so that construction can begin next spring.

Very truly yours,

Robert L. Hanwell
President

MA 3-2

NEPONSET RIVER WATERSHED ASSOCIATION

The Bradley Reservation, 2468A Washington Street
Canton, Massachusetts 02021 (617) 575-0354

RECEIVED 12/3/93 gm

December 1, 1993

Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation System Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Mr. Goulet

I am writing to comment on the EIS for the Proposed Electrification of the Amtrak Northeast Corridor. The report correctly observes that the route in question passes through the recently designated Fowl Meadow Area of Critical Environmental Concern in the towns of Dedham Westwood and Canton.

However, I believe that the report also states that the route would pass through no significant habitat area. In fact the route passes through several such areas. In Dedham and Canton approximately one mile north of route 128 the ROW passes through an area of rare species occurrence. (1) In the section between route 128 and route 95 the ROW passes through an area designated as estimated habitat for rare wetland life (2) To the best of my knowledge these areas are not addressed in the current EIR. I would refer you to the Mass GIS office and DEP's ACEC program for more information on these areas.

Furthermore, I would urge you to do everything possible to mitigate potential impacts on these very fragile areas especially where there may be a need to space tracks further apart to accommodate higher train speeds.

If there is anything we can do to help in further informing your efforts please let us know. Thank you.

Sincerely,

Ian Cooke
Executive Director

MA 3-3

Friends of the Blue Hills ™

A CHARITABLE TRUST
1894 CANTON AVENUE, MILTON, MASSACHUSETTS 02186

RECEIVED DEC 1 1993

December 1, 1993

Secretary Trudy Coxe
Executive Office of Environmental Affairs
MEPA Unit; EOEA No 9134
100 Cambridge Street, 20th floor
Boston, MA 02202

SUBJECT: Northeast Corridor Railroad Electrification EOEA # 9134

Dear Secretary:

The Friends of the Blue Hills wishes to express the following concerns about the DEIS/R for the Northeast Corridor Improvement Project and for the protection of the wetlands through which this project will pass.

1 The railroad electrification involves construction work immediately adjacent to valuable wetlands in the Fowl Meadow which is an Area of Critical Environmental Concern, the public water supply of several towns, and an MDC Reservation. At two places in the Neponset River Reservation the tracks are very
2 close to the banks of the Neponset River, and several endangered species have been identified in the area. The wetlands are on both sides of the right of way, and in fact, if this railroad line did not already exist, it is doubtful that it could be built there under today's standards.

3 The mitigation measures outlined in the report call for construction access only by the tracks which requires that the work be performed only at night. While this is a very necessary measure, it means that work in this critical area will take place under the cover of darkness, compounding the usual problems of oversight during the construction process. We feel that an environmental monitor must be required under such circumstances.

A testimony to the need for an environmental monitor is a very recent incident at the Route 128 Railroad Station. A construction project involving platform and sidewalk replacement took place right next to wetlands with absolutely no wetland precautions used and no notification of the local conservation commission. The construction crew removed a guardrail, entered MDC property, trespassed on public park land, and filled wetlands with dirt and debris in an ACEC before work was halted by order of the Dedham Conservation Commission

Such irresponsible actions have taken place after local citizens have been assured numerous times by railroad officials that the wetlands at the station would receive complete protection The need for an environmental monitor is thus clearly and unfortunately demonstrated.

Sincerely,

Steven H. Olanoff
Chairman, Environmental Committee

cc:
Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

MA 3-4

Committee for Regional Transportation
45 Milk Street, Boston MA 02109
Tel. 617 695-2300, Fax 617 426-7696

RECEIVED

December 1, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway Street
Cambridge, MA 02142-1093

Dear Mr. Goulet: 1

On behalf of the Committee for Regional Transportation (CRT), I am submitting comments regarding the Draft Environmental Impact Statement/Report (DEIS/R) for the proposed electrification of the Northeast Corridor mainline between New Haven, Connecticut and Boston, Massachusetts.

As a regional organization advocating enhanced mobility through development of environmentally sound transportation, CRT has a strong interest in the successful outcome of this project. We believe that the electrification project is a necessity for Boston and the entire New England region. For New England, the project will bring high speed ground transportation to its populous coastal region, and with it the opportunity for focused economic and environmentally sound development in many of the cities through which the line passes. Being the first of its kind in the United States, the completed project will also provide a unique example and model of a modern high speed rail line for the rest of the nation. CRT believes that both the short term construction impacts and the long-term impacts on abutters that will be brought on by increased traffic are far outweighed by the benefits that this project will bring to the region.

Completion of the electrification project is also critical for another of CRT's longstanding goals, construction of a rail link connecting Boston's North and South Stations as part of the Central Artery/Third Harbor Tunnel project. Electric operation is a key component of this link, and having the New Haven - Boston project completed by 1998 will provide a strong impetus for completing the rail link concurrently with the Central Artery. We believe the project is also a model for future plans to electrify the regional lines around Boston which will feed into the tunnel, and could well be the catalyst for improved regional services. In addition, this project is the single most effective public investment (other than reducing civil aviation traffic) for controlling traffic growth at Logan Airport, and will provide convenient alternatives for a significant portion of its travelers.

CRT endorses the DEIS/R and hopes that the environmental review process be completed in an expeditions manner so that construction can begin in 1994.

Very truly yours,

Dun Gifford

K. Dun Gifford
President

Archdale Community Center

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RECEIVED
JAN 21 1994
MEPA

January 19, 1994

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

Dear Mr. Gage,

Regarding the electrification of the Northeast Corridor to enhance service between Boston and New York City; we feel that due to the close proximity to the Archdale Housing Development (a family development), Amtrak has shown by passed experience that they are not willing to commit to providing the protection needed to ensure the safety of all residents. Other factors to be considered are the noise and the speed at which the trains travel. 1

We feel that Amtrak needs to address these concerns and also make sure that the residents are fully informed of their intentions on how to resolve these issues before proceeding.

There are organizations recognized by the State to represent residents in the Roslindale area and it would be beneficial to all concerned if Amtrak would send proper notification of all upcoming meetings to the proper representatives.

Thank you.

Sincerely,

Judith W. Pralour
Administrative Coordinator
Archdale Community Center

Judie Shields
Manager
Archdale Housing Development

Cynthia A. Johnson
President
Archdale Tenants On The Move, Inc.

cc: Daniel F. Conley
District 5 City Councilor

125 Brookway Road • Roslindale, Massachusetts 02131 • (617) 635-5257

Roxbury
Neighborhood
Council, Inc.

P O Box 191453 ● Roxbury, Massachusetts 02119 ● (617) 427-7117

MA 3-6

RECEIVED

December 3, 1993

William Gage
State Executive Office
of Environmental Affairs
100 Cambridge Street
Boston, MA 02202

Glen Goulet
U.S. Department of Transportation
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: **AMTRACT PLAN TO BUILD ELECTRIC POWER SUBSTATION AT ROXBURY CROSSING IN ROXBURY, MA.**

Dear Mr. Gage and Mr. Goulet:

Through recent media reports, Roxbury Neighborhood Council, Inc. ("the Council") became aware of AMTRAC plans to build and operate an electric substation power plant in Roxbury, MA at Roxbury Crossing. It is our understanding that a substation at Roxbury Crossing will enable AMTRAC to electrify its rails to provide hi-speed roundtrip service from Boston to New York.

Thousands of Roxbury residents utilize Roxbury Crossing daily for local travel and thousands more live or work within walking distance to the station. It is our further understanding that (1) **electromagnetic fields generated by such a substation presents significant health hazards to humans and other living matter** within its range.

Despite the fact that the substation is being planned for installation in our midst, neither AMTRAC, the City, the State, the Federal Government, nor Frederic R. Harris found it necessary to activate the Roxbury community review process.

For purposes of ensuring that Roxbury is awareof this project and its potential health impact, we are scheduling a Community Meeting for Tuesday, January 25, 1994, 6:30 p.m., 2406 Washington Street, Roxbury. A follow up meeting is scheduled for Tuesday, February 8.

I urge you to extend the "comment period" to enable this community to participate in an appropriate Review Process. We hope that you will plan to attend.

Sincerely,

Joice Burwell

Joice Burwell,
President

c: Board of Directors, Roxbury Neighborhood Council, Inc.

Boston City Council

Massachusetts Black Caucus

Alternatives for Community and Environment

enclosure: Boston Globe Article and Boston Herald Article

Desktop FAX (617) 442-7813

MA 3-7

CONRAIL

December 3, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Subject:
Draft Environmental Impact Statement - Northeast Corridor Electrification
(FILE : Location - RWH)

Dear Mr. Goulet:

1 Reference is made to the submittal of the Draft Environmental Impact Statement/Report (DEIS/R) for the subject project.

Please be advised that Consolidated Rail Corporation has reviewed the document and essentially has no comments. Our operations are mainly north of Attleboro into Boston. Although we would like to insure that sufficient overhead vertical clearance is provided for double-stack or tri-level service we have no service presently of that nature.

Please keep us advised of this project as it develops.

Very truly yours,

Roger W. Hedner
for J.D. Cossel
Chief Engineer
Design & Construction

2001 Market Street
P. O. Box 41412
Philadelphia, PA 19101

CONSOLIDATED RAIL CORPORATION 2001 MARKET STREET P. O. BOX 41412 PHILADELPHIA, PA 19101-1412

MA 3-8

NEPONSET RIVER WATERSHED ASSOCIATION

The Bradley Reservation, 2468A Washington Street
Canton, Massachusetts 02021 (617) 575-0354

Mr. Glenn Goulet
USDOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Dear Mr. Goulet:

The Neponset River Watershed Association has read the Draft EIS/R for the NECIP Electrification Project.

We are pleased to see that the EIS/R acknowledges the existence of our precious natural resources - wetlands and floodplain. We call your attention to the Neponset River Area of Environmental Concern, which has special status among wetlands.

1 We would like to know more about the widening of the area of the tracks and the reconstruction of bridges, such as the Canton Viaduct, to accommodate the catenary and the new railroad cars. How will the functions of the wetlands be affected over time? Will they continue to protect the tracks
2 and the neighborhoods from flooding? Will the water supply be affected?

WE would like to be informed of any neighborhood or area meetings to be held as the project is designed. We will appreciate any and all material you can provide us so that we can carry out our responsiblities to protect the Neponset River Watershed.

Thank you for your cooperation.

Ellen Anderson
President, NepRWA

cc: MEPA-EOEA #9134

Boston, Canton, Dedham, Dover, Foxboro, Medfield, Milton, Norwood, Quincy, Randolph, Sharon, Stoughton, Walpole, Westwood

MA3-9

CHESTER PARK NEIGHBORHOOD ASSOCIATION

December 11, 1993

RECEIVED 12/13/93

William Gage
State Executive Office of Environmental Affairs
100 Cambridge Street
Boston, MA 02202

Glen Goulet
U.S. Department of Transportation
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: Amtrak New York to Boston Improvement Project

Dear Messrs. Gage and Goulet:

1 By recorded vote, Chester Park Neighborhood Association directs me to notify you of our alarm at the negligence on the part of the Amtrak New York to Boston Improvement Project in not holding any community meeting within the boundaries of Roxbury regarding potential environmental impact of a proposed electrical substation at or near Roxbury Crossing. Our Association abuts Roxbury, and is in close proximity to the proposed site of the forementioned substation.

While of no opinion regarding the merits of the proposed changes, CPNA maintains that due process is critical to achieving a just decision.

Last week, a member of the Clinton Administration spoke to a congress of national Black Church representatives promising an end to environmental injustice with respect to communities of color. There are indications that the White House expects to issue an executive order requiring equal treatment of racial groups as central in any environmental decisions. (See N.Y. TImes, November 19, A16, "U.S. to Weigh Blacks' Complaints About Pollution.")

To hold community meetings within one part of Boston, while ignoring another part of Boston, has the appearance of unequal treatment and would stand the Administration's intentions on their head. It should be past time when entire communities can be ignored, particularly by a quasi federal agency such as Amtrak.

Extenuating circumstances such as oversights are grounds for delaying timetables. CPNA urges you to extend the appropriate part of the process to allow due consideration by potentially affected communities.

Sincerely,

Lloyd Fillion

Lloyd Fillion, Chair, Development Committee
563 Massachusetts Avenue
Boston, MA 02118

CC. Mayor Menino
Governor Weld
State Rep. Rushing
U.S. Rep. Kennedy

MA3-10

CHESTER PARK NEIGHBORHOOD ASSOCIATION

December 30, 1993

William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02202

Glen Goulet
DTS.72, U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE: Amtrak New York to Boston Improvement Project Comment Period Extension

Dear Messrs. Gage and Goulet:

Chester Park Neighborhood Association appreciates the sign of accommodation as demonstrated by the extension of the comment period as urged in our letter of December 11, 1993. However, the new deadline of January 21, 1994 (South End News of December 23, 1993, page 14) falls before the January 25th meeting that the Roxbury Neighborhood Council has called in order to allow residents of that neighborhood to review the proposal together with its environmental impacts.

RNC has initiated an area wide meeting at the earliest time within their calendar, particularly given the holiday interruption of several weeks. Customarily it is the development team's responsibility to work out such meetings in coordination with local leaders. To my knowledge, neither Amtrak nor its environmental consultant has yet scheduled a meeting in Roxbury to inform that community regarding the impact of electrification. Given the lack of reasonable notification to Roxbury's neighborhood associations and leaders, this effort by RNC stands as a gesture of good faith. (1)

Chester Park urges you to extend the comment period to allow a reasonable time for public comment, as set forth by law, beyond the presentation to the community on January 25, 1994. This will provide a clear demonstration of a willingness on the part of the Federal government to abide by the spirit of inclusion of all

parties in the decision making.

Further, given the geographic and demographic size of the various communities within Boston potentially affected, we urge you to make the report available not only at the main Boston Public Library in the Back Bay, but also at the several branches within the various communities of Boston affected, each of which branch serves many thousands of residents.

Sincerely,

Lloyd Fillion

Lloyd Fillion, Development Committee
563 Massachusetts Avenue
Boston, MA 02118

cc. Mayor Menino
Governor Weld
State Rep. Rushing
U.S. Rep. Kennedy

MA3-11

CLF Conservation Law Foundation

RECEIVED

January 21, 1994

Mr. Glenn Goulet, DTS-72
US/DOT/RSPA
Volpe National Trans. Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02145

Re: Northeast Corridor Electrification Project DEIS/R
(EOEA Number 9134)

Dear Mr. Goulet:

The Conservation Law Foundation (CLF) is pleased to submit these comments on the Northeast Corridor Electrification Project. CLF is a nonprofit, public interest, member-supported environmental law organization. One of its goals is to promote and help implement a transportation system in New England that provides for the movement of people and goods at the lowest cost to our environment, economy and communities.

Electrification of Amtrak's Northeast Corridor main line between Boston and New Haven will have enormous air quality benefits because it will make train travel attractive to travelers who traditionally depend on heavily polluting transportation modes such as airplanes and automobiles. The project will also lay the foundation for a rail-oriented transportation system that can meet the growing demand for intercity travel in the Northeast. For these reasons, CLF strongly supports this project.

Electrifying the rail line between New Haven and Boston will permit the use of superior trains[1] and eliminate the need for a locomotive change in New Haven which presently adds ten to twenty minutes to each trip. These improvements will reduce travel time between these cities enough to make rail travel competitive with

[1] The operating characteristics of electric powered trains are considered superior to those of the diesel powered trains currently used on the rail line. Operating characteristics include maximum speed, acceleration and deceleration rates, reliability and cost of maintenance.

Headquarters 62 Summer Street, Boston, Massachusetts 02110-1008 • (617) 350-0990 • FAX (617) 350-4030
Maine Office 60 Ocean Street, Rockland, Maine 04841-3632 • (207) 594-8107 • FAX (207) 594-9314
Vermont Office 21 East State Street, Montpelier, Vermont 05602-2152 • (802) 223-5992 • FAX (802) 223-0060

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airline flights and automobile trips. The Draft Environmental Impact Statement (DEIS) estimates that the electrification project and other improvements would almost double the current estimate of rail ridership for 2010. While the project will not affect projected total intercity travel demand[2], it will affect people's choice of transportation mode. With electrification, a significant number of travelers are expected to travel by rail instead of air.[3] As a result, rail is projected to transport almost seventeen percent of all intercity travelers in 2010. (DEIS, p. 4-28). One and a half million more people would take the train in 2010 than if present rail service continued with the addition of two daily trains which represents the no-build situation.

The shifts in travel mode from aircraft and cars to rail and the elimination of diesel trains improve the prospects for better air quality in the Northeast. This is illustrated by a comparison between the emissions which would result from the no-build situation and those expected from the electrification project. Emissions of volatile organic compounds (VOCs) will be reduced by 174 kg/day, nitrogen oxides (NOx) by 1658 kg/day and carbon monoxide (CO) by 1038 kg/day over the no-build situation. (DEIS, p. ES-6) New federal programs are expected to cause an overall decrease in emissions from transportation sources for some years. However, in the absence of the low emissions vehicle (LEV) program, NOx emissions from mobile onroad sources will begin increasing again early in the next century due to growth in vehicle miles traveled (VMT) which will more than off-set the improvement in vehicles' tailpipe emissions of NOx. This projection underscores further the need for the electrification project.

Electrification of the rail line also represents a significant step towards creating a broader transportation system that can meet the increasing demand for intercity travel in an environmentally and economically sound manner. A broader transportation system would make unnecessary a second major airport or airport expansion in the Boston area. As part of the electrification project, new electric locomotives, capable of 150 miles per hour, would be purchased. (DEIS, p. 2-9). According to the Strategic Assessment Report on high-speed intercity

[2] Intercity travel demand is expected to increase from 18 million to 21.571 million people in 2010. (DEIS, p. 4-28).

[3] More than one-third of the travelers who would choose to take a plane in 2010 would choose the train if the electrification project were completed. This represents a mode shift of 37.8%. (DEIS, p. ES-6).

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transportation released in July 1993 by the Massachusetts Aeronautics Commission, high-speed rail uses less than one-quarter the energy per passenger mile of a jet airplane, and produces approximately one-half the carbon dioxide emissions and one-half or less the nitrogen oxide and sulphur dioxide emissions. Moreover, electricity for high-speed rail can be generated from different, environmentally benign sources. Thus, this project is consistent with a strategy for building a rational transportation system in the Northeast.

Any analysis of adverse impacts must weigh the consequences of failing to go forward with the project. Unlike many cases, the no-build situation in this case also has major detrimental environmental effects. These include a twenty percent increase in diesel fuel consumption with attendant emissions of air pollutants; the environmental and health effects of projected growth in automobile and air traffic, including traffic congestion and delay, noise, and exhaust emissions; and the environmental impacts of potential airport and road construction projects that attempt to alleviate increased congestion. Thus, the no-build situation does not represent a no-impact alternative.

CLF has the following additional comments on the DEIS for the electrification project.

1. <u>The discussion of measures to mitigate the impact of the project on freight rail is inadequate.</u>

Two freight railroads, the Consolidated Rail Corporation (Conrail) and the Providence and Worcester Railroad (P&W) operate in the Northeast Corridor's main line. Thirty-two freight movements transport goods daily on eleven segments of the NEC line. The number of movements is expected to increase to forty-nine per day by 2010.

Existing freight operations are constrained by physical attributes of the NEC line. The electrification project will impose further constraints. Without mitigation, these constraints may cripple freight railroads' ability to compete with truck transportation and preclude the expansion of freight service in the corridor.

The existing height and width restrictions in tunnels and at numerous overhead bridges along the corridor bar or limit the movement of double stack and enclosed tri-level automobile cars (DEIS, p. 3-19) These types of freight cars, however, are becoming the industry standard, and freight railroads unable to meet it will be at a competitive disadvantage with road freight transportation in the corridor. (DEIS, p. 4-33) In addition,

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the installation of catenary could make more expensive any project to increase clearances to accommodate double stack and tri-level cars. (DEIS, p. 4-33)

The greater frequency of passenger trains resulting from the project is expected to increase the transportation times of two local P&W freight trains in Rhode Island and Connecticut by between 1.5 and 2 hours, and by 3 to 3.5 for the third P&W local (DEIS, p. 4-33), making these freight operations less efficient and more costly. The increased frequency of passenger trains will also limit expansion of freight service to nighttime operation, and thus require shippers to receive and deliver shipments outside of normal business hours. Shippers may respond by choosing an alternate mode of transportation and/or by relocating to areas with better transportation services. Again, this impact will adversely affect the competitive positions of freight railroads.

The project's significant air quality benefits and reduction in petroleum consumption would be offset in part by any increase in road freight transportation. A truck may emit greater amounts of NOx, VOCs, and CO than an automobile. Truck transportation is also a considerably less energy-efficient form of freight transportation. (<u>See</u> Attachment)

The DEIS, however, discusses only one mitigation measure: the development of a "master plan" to lay out a strategy for coordinating the NEC improvements required to achieve a travel time of three hours from Boston to New York, and the needs of "other rail operators" on the NEC main line. (DEIS, p. 5-22) Any improvements recommended by the plan are to be evaluated in a separate environmental review. This discussion of mitigation is inconsistent with the National Environmental Policy Act's (NEPA) requirement of a "reasonably complete discussion" of mitigation measures and undermines NEPA's action-forcing function. <u>See</u> Mandelker, <u>NEPA Law and Litigation</u> § 10.13 (1993). It also trivializes the DEIS conclusion that "[t]he combination of added costs, inconvenience, and limitations of the type of freight rail cars that can be used could have a <u>serious</u> impact on existing and future freight rail movements." (DEIS, p. 5-22) (emphasis added).

The Final Environmental Impact Statement (FEIS) for the project should discuss in detail measures to mitigate the impact on freight railroad operation, both present and future, of this project. Mitigation measures to consider include: raising bridges as part of the electrification project (<u>see</u> DEIS, p. 4-33) to permit clearance for freight operations; constructing a third rail and possibly allowing at least some day-time operations of future freight service.

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2. The FEIS should include an analysis of the project's impact on carbon dioxide emissions.

The DEIS fails to include an analysis of the project's impact on carbon dioxide emissions. Such an analysis is important in light of the buildup of greenhouse gases in the atmosphere and the federal government's commitment in The Climate Change Action Plan to returning green house gas emissions to 1990 levels. Thus, the project's impact on carbon dioxide emissions should be evaluated in the FEIS.

3. The mitigation measures discussed to counter the noise impacts due to electric train operation should be implemented.

The DEIS suggests a number of measures that could be taken to mitigate the noise impacts resulting from electric train operations. For operational noise from transformers and ventilation equipment at electrification facilities such as substations, switching stations and paralleling stations, mitigation measures such as sound absorptive barrier walls could be part of the facility design. Noise due to increased train frequency and speeds could be mitigated by an exemplary track maintenance program (including equipment to detect wheel flats on a continuing basis, periodic wheel truing and rail grinding), and sound-insulation treatment where indoor noise sensitivity is important (including additional window glazing, improved weather stripping around doors and windows, and, with public support, noise barriers along the right-of-way.)

4. The discussion of alternatives should consider the availability of tilt-train and other very high speed train technology.

The examination of alternatives to a proposed action required by NEPA, 42 U.S.C. § 4332(2)(C)(iii), is the heart of an environmental impact statement. 40 C.F.R. § 1502.14 (1991); see also Natural Resources Defense v. Callaway, 524 F.2d 79, 93 (2d Cir. 1975) ("linchpin of an EIS"). Regulations of the Council on Environmental Quality require agencies to "rigorously explore and objectively evaluate all reasonable alternatives." 40 C.F.R. § 1502.14(a).

The executive summary of the DEIS makes clear that the reduction of trip times to less than three hours between New York and Boston will require other track, bridge and station work in addition to the proposed electrification. (DEIS, p. ES-1) Presumably, the types of track, bridge and station work will be

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affected by the types of train that will run on the tracks. The description of alternatives, however, fails to discuss the availability of tilt-train and of very high speed train technologies, including ICE train technology. It merely states that "[t]he electrification alternative also contemplates that Amtrak would purchase new electric locomotives for use along the NEC route between Boston and Washington." (DEIS, p. 2-9). Because the project includes the purchase of locomotives as well as track, bridge and station work, the FEIS must discuss the alternatives and different scenarios possible for these parts of the project.

CLF appreciates the opportunity to submit these comments.

Sincerely,

Veronika Thiebach

Veronika Thiebach
Staff Attorney

cc: Mark Yachmetz, Federal Railroad Administration

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MA 4-1

69 Unity St.
Quincy MA 02169-1140
24 Oct 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge MA 02142-1093

RECEIVED
JPM 10/27

Dear Mr. Goulet:

This letter is in reference to the Draft Environmental Impact Statement for the Northeast Corridor Electrification Project.

1 How many decibels are there near a substation/switching station/paralleling station? Also, it might be useful to compare the number of decibels to a number that is recognizable, e.g. a gasoline-powered lawn mower at 10 feet.

2 Table 3.9-2. Existing Annual Amtrak and Commuter Ridership.

3 Table 3.9-5 is misleading in that "existing supply" is used by commuters (and most likely is inadequate)--as mentioned on p. 4-30 and 5-17.

4 Page 3-22. Projects that...are required to be permitted. Replace with "require permits." Next sentence "the permitting process" replace by "the permit process."

5 Grammatically: In all cases, there is no such thing as more than one "alternative" to the option in question. All choices are options.

6 P. 4-28. Table of Annual Trips (in Millions).

7 I couldn't find many of the detailed citations to letters/books as referred to in the text, e.g. p. 4-29 "(LOGIC, 1993)".

8 P. 5-1. 5.1, line 1 "Although DISCRETE elements." "Discreet" is an unrelated word.

9 P. 5-1. What is the likely effect of the project on airline and bus line employment?

10 P. 5-19 and p. 5-22, 3d line. Train noise and vibration. Refer to figure 5.1-1. This should be 5.2-1.

11 P. 5-19. Vibration. How about rubber or neoprene pads between tie and rail?

12 A question not addressed. Currently many of the Inland Corridor/Springfield trains are split off or combined with Northeast Corridor trains at New Haven. How would a fleet of high speed dedicated electric trains interface with the Springfield service? How would such service be affected?

Sincerely, Barry R. Steinberg

MA 4-2

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

FROM: GEOFFREY H. LEAKE
26 BARDWELL ST.
JAMAICA PLAIN, MA
02130

RE: JAMAICA PLAIN MEETING 7pm 11-16-93

COMMENTS: (1) I AM VERY MUCH IN FAVOR OF THE ELECTRIFICATION PROJECT.
(2) MANY OF THOSE WHO VOICED OPPOSITION TO THE PROJECT PROBABLY TOOK UP RESIDENCE WHEN THE LINE WAS DORMANT, DURING SOUTHWEST CORRIDOR CONSTRUCTION. APPARENTLY, THEY ARE OPPOSED TO ANY TRAINS IN THEIR NEIGHBORHOOD. HOWEVER, THE RAILROAD SERVICE IS INSTITUTIONAL AND INDISPENSIBLE, THE INTERCITY PORTION BEING GROSSLY UNDER-UTILIZED AT MOST TIMES. INTERCITY MUST LIVE UP TO ITS POTENTIAL.
(3) IF THE ELECTRIFICATION GOES THROUGH, THE NEW AMTRAK TRAINS WILL BE SIGNIFICANTLY QUIETER THAN THE PRESENT DIESEL/AMFLEET TRAINS. AND, WHEN THE MBTA F-40 LOCOMOTIVES REACH REPLACEMENT AGE, THE MBTA WOULD SURELY OPT FOR ELECTRIC TRAINS (EITHER ENGINE-HAULED OR "EMU") FOR USE ON THOSE LINES WITH CATENARY. HOWEVER, IF THE "NO-BUILD" ALTERNATIVE IS CHOSEN, THE RESIDENTS WOULD HAVE TO ENDURE THE PRESENT LEVELS OF NOISE, VIBRATION AND AIR-BORNE POLLUTION INDEFINITELY.
(4) ALTHOUGH I FELT SEVERAL RED HERRINGS WERE TOSSED OUT DURING THE MEETING, E.G. "200 MPH TRAINS," "DOGS ON THE TRACK" AND THE WHOLE "EMF" BUSINESS, THERE WERE LEGITIMATE CONCERNS RAISED, ESPECIALLY NOISE AND VIBRATION. FULL MITIGATION SHOULD BE OFFERED WHEN APPROPRIATE, ALONG WITH FAIRNESS, COOPERATION AND DECENCY TO ALL PARTIES INVOLVED.
(1) (?) WOULD IT BE POSSIBLE TO PLACE THE ELECTRIC SUB-STATIONS UNDER GROUND? THAT WOULD ELIMINATE HUMMING, ETC.

Geoffrey H. Leake

MA 4-3

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

(1) COMMENTS: Mr Glenn Goulet please stop Amtrack from building an overhead electric system in our neighborhood near our school. It is too dangerous to be near children. We could think of more important things to do with 300 million dollars.

Sincerly [illegible]

MR WALTER B COLE JR.
610 SOUTH STREET
ROSLINDALE, MA 02131

MA4-4

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 11/24/93 gm

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: My name is Ruby Harris and I live at Dale Village Condominium, 15 Marion St, Apt A, Roslindale, Mass 02131-2158. I wish to state that I am against the Electrification Project of the Northwest Corridor. Dale Village currently suffers day and night from the extremely high noise volume already generated by the MBTA Commuter trains, the Amtrak intercity trains and the Conrail freight trains. A separate noise study performed earlier this year by Acentech, Inc. clearly showed that the existing noise level generated as these trains pass by Dale Village far exceeds the acceptable standards of LSdBA and Dale Village is the number one property affected by this. However, the Dale Village residents have yet to receive any kind of compensation or relief from this nightmare and the proposed electrification will only make matters worst. I am concerned about my health, safety, the way of life at Dale Village as well as the decrease in the value of my property. Not only do these trains already passing by Dale Village produce high noise volume, I can also feel the vibrations as the trains pass. This can be at 2am, 3am or 4am in the morning. I get up at 5am to go to work. The thought of additional trains passing by at 150 MPH without compensation or relief is incomprehensible and I ask that the dilemma that we as Dale Village owners and residents are placed in be given full consideration as this issue has a major impact on our lives.

(1)

Thank you
Ruby M Harris
11/23/93

MA4-5

November 24, 1993

RECEIVED 11/29/93 gm

Mr. Glen Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Cambridge, MA 02142

Dear Mr. Goulet:

This letter is my comment regarding the electrification of the railway track in the Northeast corridor. I am concerned with the following factors: noise, vibration, electromagnetic fields, barriers to be erected for noise protection and safety, and also the proper maintenance and policing of the track area.

On the subject of noise, the information presented states that the electric trains are quieter. If an equal number of electric trains were running on the track, perhaps the noise would be less. However, if the high speed train is introduced, this means that the number of trains will increase. A significant number of additional trains running on the track will add up to a commensurate amount of noise or perhaps even more.

The vibration of the current trains is tremendous. I know that you have heard many statements from people who live on the line, but I feel that there cannot be enough. I live a scant 40-50 feet from the tracks and whenever a train goes by, my china closet shakes, my dining room table, my bed and everything that is in the current room that I am in. It is extremely disruptive. I submit that a close as possible to exact measure of vibration be provided on the new trains to see if there is any reduction in vibration. The new trains may be quieter, but when the number of trains that are running increase significantly, the vibration may be even more than before.

(1)

(2) Regarding electromagnetic fields: In light of recent studies and professionals trained in the field of electrical engineering and related fields, I believe it is impossible to state that there is no credible evidence that EMFs are dangerous I believe that a causal relationship must be disproved absolutely before the project can go any further. I feel it is imprudent to proceed with a plan that involves a "mystery" factor, to assume it is "okay" to go ahead. If there is no causal link between EMFs and Leukemia and other health problems, studies must be conducted to prove that there are no negative effects

Our current situation regarding the barriers around the tracks is not good. We at Dale Village have a single stockade fence that separates us from the tracks. This fence is regularly vandalized to gain access to the tracks. We pay for the repair of the fence and the cycle continues. The (3) mystery remains as to why a stronger barrier was not constructed by Amtrak and the MBTA (the fence at Dale Village should have been a supplement to the tracks' barrier). People are on the tracks at all times of the day and will continue to do so, until their entry is obstructed. I believe that it should not be up to the residents, but Amtrak and MBTA to put up their own fencing. If the barrier is a problem now, just imagine how much bigger it will be with an increased number of trains running at a much higher speed.

On a related issue, regular maintenance and policing of the track area is a problem that affects some residents. Senior citizens cross the railroad tracks in winter because walkways are not properly maintained. When a resident of Dale Village sees someone on the tracks, he/she calls the (4) MBTA police or Amtrak police. I have never seen them respond to a call, and often we take it upon ourselves to go out and confront the individual. I believe that the level and frequency of maintenance on the track area has to be brought up to standard before any changes can be made.

In conclusion, I believe that it is not a simple issue of whether we electrify the track or not. It is a very complex matter that involves the residents' and local businesses' daily lives. Noise, vibration, EMFs, track barriers and the policing of them are integral issues in this railway plan that cannot go unaddressed. The health and well-being of residents in a city should always be the most important issues to be dealt with. I firmly believe that until a favorable treatment of the issues raised here is presented, the plan cannot go forward. The railroad track area is a major part of our life and you are attempting to affect it on a grand scale. What we have to say about the electrification and its repercussions should carry the most weight.

Sincerely,

Nancibeth Avery-Shammas
37 Harrison Street
#11E
Roslindale, MA 02131

MA4-6

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11/29/93

COMMENTS: I am very concerned of Amtrak's intent to run high speed trains through our community. Moreover the lack of community involvement by Amtrak officials is outrageous. Community residents have a right to understand the implications to this community and desire to be heard on this issue. Moreover, this participation in the process is essential.

(1) As a homeowner in the area I am concerned not only for myself and neighbors, but future or neighbors impact on property values. This is very important.

Amtrak needs to give assurances to the community how they will deal with noise level control. Amtrak's commitment and integrity is resting on how you will conduct the process.

To date I am not at all pleased with the disregard by Amtrak officials to involve and inform the community.

(2) Multiple health issues are involved not the least of which are noise levels (hearing problems), sleep deprivation, stress etc. What does Amtrak intend to do to decrease these factors? How can we be assured Amtrak will come true in promises?

This community will not tolerate a process which does not inform & involve the community residents the deserve better!

Purchase letters sent to Brooks Upshaw Medical and Similar Centers

MA 4-7

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12/1/93 JBM

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: I am opposed to Amtrak's plan for having more trains (of any kind!) it's noisy enough now!

My husband and I are a retired couple living on Cliffmont st for over 30 yrs. bringing up our family.

(1) We are concerned about the sound pollution for the children especially

I understand the reason for more speedier trains is to get there faster?! Why all the hurry? One of our daughters lives in New York, and we visit her frequently by Amtrak and we enjoyed the ride. I met as much in 4 hrs as we could have in 3.

Everyone's in such a hurry these days you see it on the roads especially with most people going over the speed limit.

Lets all slow down and try to enjoy life a little more!

I really hope this plan doesn't not go through

Sincerely
Helen Mandosa
69 Cliffmont st
Roslindale, Mass 02131

MA 4-8

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED 12/1/93 JBM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

11/24/93

COMMENTS: (1) I am extremely concerned about the noise as well as the dangers of the electromagnetic fields.

There is far too much noise and vibration present and I do not want to see (here) that noise level increased one iota. If this project can do anything to actually decrease the noise level and do so in not too unsightly a manner there is some hope for it to be welcomed into this community and others that it impacts upon. Otherwise it will be a constant source of irritation & potential agitation.

Sincerely
Sherry Golden
45 Everett St
Jamaica Plain MA
02130

P.S. I am also not pleased with the way notice of the meetings has been disseminated and one piece in the JP Gazette 4-5 months

about the proposed electrification
ago, which had no notice of any
meetings or any way to enter into and
affect the process. When I commented
on this at the recent meeting at English High
I was told the process
with hearings has been going on
for 2 years! Yet none of my neighbors
were contacted about any meetings
The first flyer I ever received
was regarding the heavy cast truck.
What terrible. The speaker said
there have been notices in the
Globe etc etc as if that explained
it & was adequate. I don't think it
is, was, or has been.

MA4-9

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Deborah Mull McDonald
28 Everett St. #1
Boston, MA 02130

COMMENTS:

1 (1) What will the affect be in the vibration level?
2 (2) What will the affect be in the noise level?
3 (3) What dangers will we experience from the electromagnetic fields?
4 (4) What will these look like aesthetically? No one has shown us a drawing of the towers & wires.
5 (5) Will it affect radio reception?
6 (6) What recourse will we have if there is structural damage to our homes?
7 (7) What will this do to our property values?

As you can see – alot of questions are unanswered.

Deborah Mull McDonald
28 Everett St. #1
Boston, MA 02130

(617) 524-1414

P.S. last summer I took the train from NYC to Boston. The wires between NYC & New Haven were unbelievably ugly. I can't believe that the residents of the Connecticut countryside near Mystic & Old Saybrook will agree to this.

MA4-10

RECEIVED

11 Chestnut Road
Canton, MA 02021
November 24, 1993
Tel. (508) 663–6878

Mr. Glenn Goulet, DTS–72
U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet,

After reading the draft document, I still have questions about the DOT's notice of intent to file a DEIS/EIR for the Northeast Corridor Improvement Project Electrification DOT–FRA–RDV–93–01–A.

It seems to me that there are many areas in which the DOT and the railroad administration are deliberately vague about their plans, plans that can affect human health and wildlife habitat all along the project route. I would like verification of the following:

(1) 1. No fencing installed in the Fowl Meadow area.

(2) 2. No parking garage in the vicinity of the Route 128 railroad station.

(3) 3. No change to the elevation of the University Avenue bridge in the Canton/Westwood area, or the elevation of the tracks under it.

(4) 4. Page 4–52 says that, for endangered species in the Fowl meadow Area, consultation will be initiated to identify mitigation measures, should they be required. How will you determine whether such measures will be required?

(5) 5. At the hearing on November 16, it was suggested that crews will work at night in Fowl Meadow. Will there be an environmental monitor present when they work to assure wetlands are not affected?

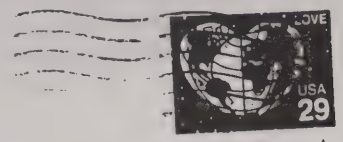
I think all of these questions should be answered for the public before you get permits to begin work.

Sincerely,

Anne Ladd

Anne Ladd

BOSTON MA 02 PM 29 NOV 1993



THIS SIDE FOR ADDRESS

MA4-11

Glen Goulet
US Dept. of Transportation
55 Broadway
Kendall Sq.
Cambridge, MA 02142

EVERETT STREET, #1, BOSTON, MASSACHUSETTS 02130

Mr Goulet —

(1) How would you feel if the Amtrak project was taking place in your back yard?

Contrary to the claims made in the Sunday Boston Globe, Nov. 28, 1993 — those people along the Amtrak line whose lives will be affected by the proposed project, have not had a chance to have their questions & concerns answered.

Deborah Hull McDonald

MA4-12

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11/30/03 JM

COMMENTS: (1)

We are against ths project. We do not need more noise, health, and safty problems than we alread have.
This project is not for our neighborhood.

Anthony P. Lulli Anthony P. Lulli 11-24-03
25 Ethel St
Fall River, MA.

MA4-13

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

C. Torchetti
131A Grove Ave
Roslindale, MA 02131

RECEIVED 11/30/03 JM

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: Dear Mr. Goulet,

I am a resident of Roslindale and live adjacent to the Amtrak train tracks.

I am appalled that anyone would approve of such a proposition. It would be at risk and danger to the entire neighborhood. I find it very difficult to believe that they would approve this project with the knowledge of the noise factor that our cause homes, also with the vibrations that can be felt by people living and resting close to our homes due to the vibrations. Oh, the fact to slow times in travel, hell if the people want to get from point A to point B in a hurry, they should have earlier.

(1) Another legitimate that come to mind is that if there is an accident at these speeds, probably will involve and the damage it will create. Good strong urge you not to go through with this project as the good points out weigh the good points.

Very Concerned
Chris Torchetti
131 A Grove Ave

MA4-14

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11 30 93 gm

COMMENTS: November 29, 1993

Dear Mr. Goulet:

I am absolutely frightened at the thought of higher speed trains and high voltage power lines running in front of my house - I have lived on Cliffmont St. in Roslindale for the past 15 years and now have two young children. We have learned to live with the present noise level but certainly trains running at 150 mph would make it uninhabitable - let alone the health risk from the high voltage wires emitting electro-magnetic fields. Not only will my family be at risk - but it will render my house virtually unsellable! All of the equity that we have built into our house over the past years will will be down the toilet.... What if this were you and this were your house and your family at risk.

I can't believe that with todays technology that newer, more efficient trains couldn't be put into service that are not harmful to the environment or it in habitants.

If the State want to go ahead with this plan, why not buy all the properties that will be put at risk! My house has been bought by the Stae before when they were going build a super highway and it never came to pass. Give us the fair market value so we can mov then - but don't put our properties and our children in jeapardy...

Mrs. Darlene Webb
57 Cliffmont St.
Roslindale, MA 02131

MA4-15

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Mr. & Mrs. Rolfe
71 Cliffmont St
Roslindale, MASS, 02131

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: As a concerned abutter to the train tracks along the (NEC)

(1) I am doubtful that an enhanced track and vechicle maintenance program will minimize noise and vibration of the trains.

(ES-8) (1) I would expect this is being done now and does not appear to make a significant difference. If it is not done now

(ES-9) can we truly expect that it would be an ongoing and consistant program in the future?

(2) we are in Favor of building a sound barrier to protect ourselves from the disruption of our sunny day home life by the continual bombardment of the trains now, never mind an increase in speeds and numbers of trains predicted by your (NECIP.)

(3) we are very concerned in regards to electro-magnetic

(ES-7) fields for our child as well as ourselves. It was once said asbestos was a safe and wonderful new construction tool.

(4) we feel we should be compensated in damages

(ES-5) for the loss of property value to our home and how this will effect our ability to even sell our home to leave this situation of noise, increased train traffic, and potential health risk of electro magnetic fields, who will buy a home across from the (OCS) wires? and at what price?

Sincerely Mr. & Mrs. Michael Rolfe

MA4-16

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-6-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: As a long time resident of Roslindale and parent of a child at Sacred Heart School in Roslindale, I wish to voice my opposition to AMTRAK's plan to build an overhead electrical system to run high speed trains through this neighborhood.

(1) I object to the idea because of the possibility of increased noise and danger to children in this area. I object also to the high voltage power lines which emit Electro Magnetic Fields and the possible connection of these to cancer in children

(2)

Colleen Little
29 Kittredge St
Roslindale, MA. 02131

MA4-17

12/1/93

VOLPE NATIONAL TYRANSPORTATION SYSTEMS CENTER
ATTN: DTS.
KENDAL SQUARE
CAMBRIDGE, MA 02142-1093

GENTLEMEN:

I WISH TO VOICE MY OPPOSITION TO THIS PROPOSED PROJECT OF ELECTRIFYING THE RAILWAY FOR THE NORTHEAST CORRIDOR. ALTHOUGH I FEEL THAT VOICING MY OBJECTIONS WILL HAVE THE SAME EFFECT AS BARKING AT THE MOON...BARK I SHALL. I FEEL THIS WAY BECAUSE I AM CERTAIN THE MBTA AND AMTRAK WILL GO AHEAD WITH THIS PROJECT REGARDLESS OF WHAT I HAVE TO SAY ON THE MATTER.

(1) GENTLEMEN. I WISH TO TELL YOU THAT I AM OPPOSED TO THE FACT THAT MY NEIGHBORS AND I SHALL BE SUBJECTED TO THE NOISE AND POLLUTION FROM "FUGITIVE DUST" OUT OF THE CONSTRUCTION PROCESS OF THIS PROJECT AND AM SKEPTICAL THAT THE TRUCKS ENGAGED IN ACTIVITIES SURROUNDING THE CONSTRUCTION PROCESS WILL BE ROUTED AWAY FROM OUR RESIDENTIAL LOCATION CONSIDERING THAT HYDE PARK AVENUE HAS BECOME A MAJOR TRUCKING ROUTE OVER THE PAST FEW YEARS.

(2) I AM OPPOSED TO THE SIGHT BLIGHT OF HIGH TENSION POLES AND LINES IN CLOSE PROXIMITY TO MY BACK YARD AND AM WARY OF THE POSSIBLE HEALTH HAZARD POSED BY LIVING IN SUCH CLOSE PROXIMITY TO THE DOSES OF EMF EMITTED BY THESE HIGH TENSION LINES. I AM ALSO OPPOSED TO BEING SUBJECTED TO THE CONSTANT BUZZING

(3) NOISE EMITTED FROM THE TRANSFORMERS OF THESE LINES WHICH SEEMS TO BE A COMMON CHARACTERISTIC TO ALL HIGH VOLTAGE LINES.

(4) I AM OPPOSED TO TRAINS RUNNING IN GREATER NUMBERS AND AT HIGH SPEEDS IN SUCH CLOSE PROXIMITY TO MY RESIDENCE. I FEEL THAT AMTRAK AND THE MBTA HAVE DONE LITTLE TO MITIGATE THE PROBLEMS OF THE CURRENT DIESEL ENGINE TRANSPORTS AND WILL ACT WITH A SIMILAR NONCARING ATTITUDE WITH ANY FORESEEN AND UNFORESEEN PROBLEMS ENDEMIC TO A PROJECT OF THIS MAGNITUDE. BOTH ENTITIES HAVE A REPUTATION OF BEING POOR NEIGHBORS IN THIS AREA AND SHOW NO EFFORT OR DESIRE IN CHANGING TO DATE.

(5) I FEEL THAT AMTRAK AND THE MBTA ARE STANDING ON ONE SIDE OF A TABLE PLAYING A SORT OF HIGH STAKES SHELL GAME WITH THE GOVERNMENT AND ONCE AGAIN THE PUBLIC IS PLAYING THE PART OF THE PEA. I AM APPALLED AT THE LACK OF INFORMATION DISSEMINATED TO THE PUBLIC WITH REGARD TO THIS PROJECT. I AM TIRED OF BUREAUCRATS AND THE REPRESENTATIVES OF THE BLOATED BODIES OF THE MBTA AND AMTRAK TELLING ME WHAT IS GOOD FOR ME.

I KNOW WHAT IS GOOD FOR ME AND NO SUGAR COATED ENVIRONMENTAL IMPACT STUDY YOU CAN OFFER ME WILL CHANGE MY MIND. I WOULD HOPE THAT ALL OF THE PARTIES CONCERNED WILL STOP WASTING MONEY AND TIME ON THIS POORLY CONCEIVED NORTHEAST CORRIDOR ELECTRIFIED RAIL PROJECT.

THANK YOU,

KENNETH W. SPOLSINO
1139 HYDE PARK AVE.
HYDE PARK, MA 02136

MA4-18

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Dec 2, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

COMMENTS: My family has lived on Cliffmont St. along the tracks for over 30 years. During that time we have watched the street transformed from a beautiful arborway, with an occassional slow charming New York train go by into a nightmare of continuous loud, roaring trains, over 130 daily, spewing smoke and noise pollution, and totally changing the quality of life here. Over 100 commuter trains per day were placed along that track, within the last 6 years or so, and that was done WITH NO NOTICE TO THE COMMUNITY AND NO ENVIRONMENTAL IMPACT STUDY, in clear violation of federal law. For 5 years now we have sought relief from this wrong, to no avail. Now that money is being appropriated for further work along that track the priority with that money had got to be to restore the peace to innocent people whose quality of life was destroyed by the recent and wrongful introduction of over 130 trains at speeds greater than 1000 mph round the clock. A reasonable formula should be devised whereby homes which are close (within 40-50 feet) of the tracks and/or on basically the same plane (i,e, trains running at about street level and not depressed) should be adequately restored to their prior quiet safety. Directly across from our home the tracks runs street level and if a train derailed there would be no saving any of us. We live in constant fear, as this is a known risk. Therefore my emphasis here is on granting proper relief for the damage already done to the community and especially the homes directly along the tracks BEFORE undergoing another project. Below I have listed some forms of relief that seem appropriate, in order of importance, with the first and most important relief sought listed first:

1 (1) I believe that so much damage has been done to our home and way of life that the homes should be taken by immenent domain, on an individual choice basis. We want to remove ourselves from this nuisance that

2 came to our street, and don't belive other remedies will be adequate. (2) PAYMENT OF DAMAGES FOR LOST VALUE OF THE PROPERTY DUE TO THIS SITUATION WHICH MAKES OUR HOME GREATLY DEVALUED FOR PURPOSES OF SALE.

3 (3) Depressed tracks as a noise abatement measure. , along with a sound barrier. (4) Congressional level hearings on the impact upon abutters of both the existing situation and the introudction of high

4 voltage electrical cables. Too many recent studies link high rates of cancer to such EMF produced by this. More analysis of the Benefit versus the risk must be done. If the benefit of increased train travel' is to prevail then it should be only after addressing those of us so

5 severely impacted. This is a country where the people rule, not a place where dictates harmful to them come down and rob them of their quiet enjoyment of life. The Electrification Project cannot be morally or legally separated out from the current recently created probelms along those same tracks. The entire situation needs to be addressed before more potential harm is inflicted upon those who have suffered too much already. These comments are from Rita Sabina Mandosa, Esq.

(W) 565-2646
(H) 323-4349

Rita S. Mandosa

69 Cliffmont St., Roslindale 02131

PRINT HOUSE JP TEL No.6175222044 Dec 3,93 18:01 No.006 P.02

MA4-19

Martha M. Meaney M.M.
49 Woodland Road
Jamaica Plain, MA 02130

December 1, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RE : COMMENTS ABOUT DEIS/R FOR NORTHEAST CORRIDOR ELECTRIFICATION

The NEC Electrification proposal warrants much public scrutiny and will result in much public debate. To this end the US DOT and FRA have solicited comments which address the adequacy of analysis and merits of the alternatives presented in the DEIS/R. I will address each in turn after few general comments.

1 The goals of the project, decreased travel time and increased ridership, are stated in a vacuum, .i.e. there is no analysis or consideration given that weighs these goals in proper context or even rationalizes these goals. There is no overall financial analysis or cost/benefit analysis presented. When we superimpose the stated environmental and other costs associated with the project on these goals (are they benefits???), even if the goals are achieveable, is it worth it ???

ADEQUACY OF ANALYSIS

The numerous environmental and other costs presented together with the uncertainty indicated in critical areas (eg. EMF's) combine to overwhelm the stated benefits. Yet this does not come across in the report. That is, there is no overall conclusion as to the net costs which would be incurred by society due to the proposed electrification. These are public funds to be expended and public interest is at stake.

2 The two underlying assumptions to the analysis - that the trip from Boston to NYC will be reduced by one hour and the projected increase in ridership will reach 94% by 2010 - are not explained nor are they questioned. How much of the DEIS/R impact evaluation relies on these estimates ? Are they reliable estimates ? What if they are not reliable estimates ?

(3) A glaring omission in the analysis is the impact of the project on marine and river industries, especially on the Connecticut coast. The adverse socioeconomic, public safety, transportation, noise and vibration, radio reception, and other effects have therefore not been included in the report.

(4) The impact of electrification on the Providence & Worcester Railroad is mentioned, but the full socioeconomic and other effects are not included. Additionally, if P&W does close down, there is no consideration of what other forms of transportation would move the freight. For example, if it is trucks that will be used, this has not been accounted for in the air quality and other sections.

Even if the air quality estimates are reliable, it seems that most improvements occur because of Federal laws governing auto emissions and will occur (compared to present) whether either the No-Build or Build scenario is adopted. Again, all analysis in this section must rely heavily on the projected estimated increase in ridership of Build over No-Build. How reliable ???

MERITS OF THE ALTERNATIVES

BUILD VS. NO-BUILD :

It is claimed that ..."There are economic, transportation, air quality and energy benefits of the proposed project." (p. ES-6 of the Executive Summary). This refers to the Build over No-Build option. Alleged economic and transportation benefits are suspect if, among other issues, marine/river industries and effects on P & W railroad are not adequately addressed and they are not. That leaves air quality and energy. Both of these alleged benefits are also suspect, at least in this reader's mind, since the analyses are based on unconvincing (perhaps pie-in-the-sky ?) projected increases in ridership, which themselves must be based on projected, but unobserved (perhaps pie-in-the-sky ?) decreases in travel time.

Meanwhile, the costs of Build over No-Build seem significant. The report states that..."No adverse impacts are anticipated in the areas of socioeconmics, energy and electromagnetic fields and interference. " (p.ES-7) This statement glosses over many issues and with respect to socioeconomics, energy and interference, the analysis fails to consider marine/river issues and P & W , which is enough to seriously suspect the rosy prediction. On the issue of EMF's, we just don't know, do we ? In my opinion, we simply should not take the risk to human lives and public coffers (future lawsuits).

(5)

Looking at the stated costs of Build over No-Build, there are admitted probable adverse impacts in the areas of land use, historic resources, noise and vibration, archaeology, public safety, visual and architectural resources, natural resources and others. In fact, it is indicated that the proposed electrification, with the projected increased Amtrak train frequency and speed, will among other things, adversely affect thousands of residences and other domains in many areas including noise and vibration, will increase fatality and injury probabilities, will affect important wildlife habitats, and will destroy property values. And for the record, may I say, it will be alot uglier for many more citizens than the visual and architectural report assumes !

There seem to be few, if any, defendable benefits and many stated and unstated costs associated with the proposed rail electrification in the NEC from New Haven to Boston presented in the DEIS/R. In considering the Build and No-Build alternatives, it seems apparent that the NO-BUILD alternative wins.

Thank you for your anticipated consideration of these comments.

Martha M. Meaney

Martha M. Meaney
49 Woodland Road
Jamaica Plain, MA 02130

MA4-20

CLIFFMONT ESTATES

November 24, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16th. However, I would like to take this opportunity to voice my concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

As I am a direct abutter to the corridor, I am very concerned because I did not receive direct notice from your offices regarding the project. For that reason, I believe the FRA and the Commonwealth of Massachusetts should, at a minimum, extend the comment period on the draft Environmental Impact Statement/Report.

In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

1 ✓ - Increased rail noise;

2 ✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

3 ✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

4 ✓ - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

5 ✓ - Danger from train derailments the result of increased train speed, and poor maintenance and lax operational standards by Amtrak;

6 ✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

7

8 We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

9 1) Aesthetically-pleasing noise barriers are installed the full length of Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

10

11

12

Sincerely,

William J. Gagnon
Catherine H. Gagnon

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-21

RECEIVED 12-6-93

November 25, 1993

Mr. Glen Goulet
US DOT/RSPA/VNTC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: NORTHEASTERN CORRIDOR ELECTRIFICATION PROJECT

Dear; Mssrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16. However, I would like to take this opportunity to voice my strong concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

I am a direct abutter to the corridor, I am very concerned because I did not receive direct and prior notice from your office regarding the project. For that reason, I believe the FRA and the Commonwealth of Massachusetts should, at a very minimum extend the comment period on the draft Environmental Impact Statement/Report.

In addition, I object to the following conditions that this project would unfairly impose on my neighnors and me.

1 1) Significant increase in noise. An increase in noise which is already beyond allowable levels;

2 2) Significant vibrations resulting from the increase in the number of trains and the increase in speed;

3 3) Safety problems resulting from unrestricted access to the rails line by children and animals;

4 4) Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our homes(30 feet);

5 5) Danger from train derailments the results of increased train speed, and poor maintenance and lax operational standards by Amtrak;

6 6) Decreased property values and community disinvestment resulting form increased noise, vibration and health risks;

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project UNLESS;

1) Aesthetically- pleasing noise barriers are installed the full length of the Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners are compensated for any loss in property value as a result of electrification project.

Sincerely,

Unit Owner
Cliffmont Condominium
Scott M. Allen
Susan D. Allen
97 A Grew Avenue
Boston, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-22

RECEIVED

230 West Newton Street
Boston, Mass., 02116

December 3,1993

Mr. Glen Goulet
U. S. Department of Transportation
55 Broadway
Kendall Square
Cambridge, Mass., 02142

Dear Sir:

Re: Amtrak electrification project

We request you include in your draft environmental impact statement the following considerations:

1 1. The vibration transfer of the Southwest Corridor tunnel and its exhaust tower, from both existing conditions and potential future changes, originating from the running stock and the speed of that stock.

2 2. The noise transfer of the Southwest Corridor tunnel and its exhaust tower,from both existing conditions and potential future changes,caused by the running stock and the speed of that stock.

3 3. The ability of the fan exhaust system to keep the air quality within accepted pollution limits inthe immediate surrounding exhaust area during use.

4 4. The silencing of the noise transfer caused by the fans themselves to the abutting properties. The situation is currently intolerable.

5 5. An explanation of placement and resulting electromagnetic effects of any new power lines within the tunnel.

We have suffered a situation here for six years in terms of noise and vibration intrusion. Our location, 230 West Newton Street, Boston, situates us as an abuttor to the tunnel exhaust shaft serving the Amtrak and MBTA transport lines. There exists a long documented history of complaint by us as to the inadequate design of this structure and its mechanism. The situation has become considerably worse in the past year.

We urge you to honor our request an would appreciate an acknowledgement of this letter.

Yours truly,

Maria Douglas

Robert L. Bradley

MA4-23

December 2, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

As a resident of Cliffmont Condominium, which lies adjacent to the Northeast Corridor in Roslindale, I would like to express my concerns about the potential negative impact of the noise, vibration, safety risks, loss in property value, and health risks from electromagnetic fields which may arise out of Amtrak's proposed electrification project. I feel that the following corrective action is critical to mitigate the impact on the homeowners and residents along the line:

1 1) Noise barriers along the full length of Cliffmont Condominimum.

2) Stabilizers or similar devices to reduce vibration and cracking of the foundations of our property.

3) Secure access and police presence along the line to prevent accidental injuries to children and animals.

4) Compensation to owners abutting the tracks for any loss in the value of their property due to the electrification project.

5) A national study on the effects of EMF's on long-term health, with the electrification project put on hold unless the study proves conclusively that they do not pose a risk.

6) Tighter regulations for rail operators, with strong enforcement and stiff penalties for violators.

As one of the homeowners who will be significantly impacted by this project, I urge that these concerns be adequately addressed and resolved in the final environmental impact report. If the above conditions cannot be satisfied, then I urge that approval of the electrification project be denied.

I also recommend extending the public comment period, as it seems clear that many people did not receive adequate notice of the November 16th hearing and of the impact of the project on their lives.

Thomas M. Donahue

Thomas M. Donahue
139B Grew Avenue
Roslindale, MA 02131
(617) 327-4886

xc: Governor William Weld
Mayor Thomas M. Menino
Hon. John Joseph Moakley
Hon. Frank R. Wolf
Hon. Robert Carr

MA 4-24

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 1995 gm

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: Dear Sir/Madam:

My name is Theresa O'Connor-Heisler, my husband and daughter have lived in our home at 33 Hamson Street, Revere, MA 02151, for the past five and half years. We knew when we purchased our home that our property is located 40 feet from the railroad tracks. What we did not know is how terrible our neighbors: Amtrack & the MBTA Commuter Line (which is managed by Amtrack) could be and we never dreamed how horrible they would be to us.

Our experiences with them have continued to grow worse and threaten to get much worse with the electrification of the Northeast corridor.

(1) We have no alternative but to object to this plan. Presently, an increased volume (since we purchased our home) of trains travel past our property. Double-decker trains have been added on the commuter line. The noise levels have been found to be "far above" the acceptable noise levels for a residential neighborhood, as defined by Revere zoning. The vibrations created from the trains cause our home to shake. We can not carry on a conversation in our home when a train passes nor can we watch TV or listen to a "normal" volume. We can not have our windows open in the summer. The noise, starting in the early morning, continues throughout the day and night. We have been woken up in the middle of the night by workmen who are working on the tracks. Over two yrs. ago, we were told by representatives of Amtrack & the MBTA that the work was "prep" work for this proposed electrification project.

(OVER)

(2)

Men worked outside our homes throughout the night. To work in the middle of the night they had flood lights which lit up the area like Fenway Park. Each time a train passed it had to blow it's horn. This disturbance continued for weeks and we never received any form of notification that it was

(2) going to occur. We had to pry the information that the work was "prep" work for the ELECTRIFICATION project from employees of Amtrack. The communication line between Amtrack, the MBTA and it's neighbors has never existed.

When we asked for their consideration for us, asking them to realize that we lived here, with our families and had to go to work and carry-out our responsibilities and live our lives, the Amtrak and MBTA did not one thing to change their schedule and consider us. We were told the nightly schedule for work was necessary as not to interrupt their passenger service.

Once again, they are not considering us, our families, our homes and the impact this project will have on our lives. Our life's savings was scraped together to buy our home. We have worked very hard to keep our home and to meet our responsibi[illegible] What will happen to our property value if this project goes ahead? We All know, its' value will drop like A lead balloon. How can we be asked to allow this project? It will be impossible for anyone to live here. The noise, vibrations, health issues and safety issues are All, in and of themselves, tremendous problems. The volume of trains is expected to double, the speed is going to be 150+ mph. No one will be able to live here nor should they be expected to.

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

(3)

COMMENTS: Comments of Theresa C. O'Connor-Heisler, 33 Harrison St. 9B, Roslindale, MA 02131.

(3) ~~IAS~~ the present conditions have been known to be unacceptable for a long time and Amtrack and the MBTA have taken no action to improve their relations with neighbors by addressing the problems they have created. ~~and~~ They continue to create daily disturbances, nuisances, and daily safety hazzards.

The ^Draft Environmental Impact Statement ~~STUDY~~ suggests simplistic solutions to major problems that these problems are going to be as a result of the electrification. I'm afraid Amtrak and the MBTA should have addressed the problems of the health, safety, noise, vibrations on their present transit systems long before they started to work on their future plans. They have not been able to communicate with their neighbors successfully for years, I don't think they know how to. Nor do I believe they know the first thing about being a good neighbor. They do not care about us. I have been a recipient of their poor business practice, ^lack of ethics and ^no display or no sphin good sense. They have deliberately lied, hid and treated me and my family without respect and courtesy.

Our family travels on the MBTA daily to and from work and school. We've always defended the MBTA and spoke up for public transportation, my experiences have made more aware of what they are issue. ~~But because of~~ My relationship with Amtrack and the MBTA →

(4)

on a more involved level, I ~~knew~~ has shown me that they do not care about ~~our~~ this family ~~concerns~~ ^riders who daily utilize their services. ~~they prender~~ It is a disgrace that this unfair situation has remained status quo for ~~a long~~ years. Amtrack & the MBTA will not help me by erecting sound barriers, installing insulation in my home, maintaining their wheels. They should have been or should be required to do maintenance on a regular basis, ~~right along~~ They should have been required to install sound barriers a long, long time ago. ~~Into~~ They should have been in place before the trains ever ran through the neighborhood. In my opinion, they should be fined for all the hardships and headaches they've already created in peoples lives.

Where are we suppose to go when this work begins? How are we going to continue to live here? They have already disrupted the peace and harmony of our home. We can not be asked and/or expected to contend with any more expansion, speed, work, etc.

I want to request the only fair solution be Amtrack purchase our property. We will never be able to live with ^dreams for a their future. They have not included us so far and we ask they give us fair and honest consideration now.

Very Truly Yours,

Theresa C. O'Connor-Heisler

Theresa C. O'Connor-Heisler

MA 4-25

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/3/93 gpm

COMMENTS: Mr. Goulet —

(1) One question. Would you live there if you were unsure of the effects of power lines? Or maybe your nieces/nephews/grandchildren? Before you answer, take a walk through the Childrens Ward at the Dana-Farber institute.

You see, I do live right on the rail line ~~two~~ with three children who go to school on the other side of the rail line. I would consider them high risk.

What price technology and hence money??? Our children's lives?? Too high a price in any book.

Sincerely,
Kenneth Chanson
26 Charm Ave
Brookline, MA 02131-3113

MA4-26

RECEIVED Dec 2 1993

LEONARD M. SINGER
684 Commonwealth Avenue
Newton, Massachusetts 02159

December 2, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway
Cambridge, Massachusetts 02142-1093

Dear Mr. Goulet:

(1) Please accept these comments on the draft environmental impact statement/report for the proposed extrication of the Northeast Corridor main line between New Haven and Boston. As a frequent traveler between Boston and New York I am firmly convinced that the benefits of frequent high speed ground transportation between those two cities is quite substantial. High speed ground transportation between Boston and New York promises significant beneficial economical and environmental impact. Quite a part from the stimulus provided by actually installing electrification, the ability to quickly and easily get between Boston and New York and the intermediate cities will promote beneficial long term development.

In addition, the long term environmental impacts are clearly beneficial and clearly substantial. Rail transportation, especially involving electric compulsion, is by far and away the most fuel efficient and environmentally beneficial method of moving people in the Northeast Corridor. The long term environmental impact benefits clearly outweigh the short term construction impacts described in the environmental impact statement. In fact, what is so striking about the draft environmental impact statement is that the fact there are so few adverse environmental impacts. Compared to this construction of a new lane of highway or a new runway that impacts are truly minuscule.

Finally, electrification is an absolute prerequisite to high speed rail transportation in the Northeast Corridor. Although there are other things that can be done to reduce travel times, electrification is the thing that will make high speed ground transportation between Boston and New York a reality.

Under the circumstances I urge you to complete the environmental review process expeditiously so that construction may start and that the benefits of electrification can be enjoyed as soon as it is feasible.

Very truly yours,

Leonard M. Singer

Leonard M. Singer

LMS/lm

cc: Mr. William T. Gage

MA4-27

CLIFFMONT ESTATES

RECEIVED 12/3/93

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16th. However, I would like to take this opportunity to voice my concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

As I am a direct abutter to the corridor, I am very concerned because I did not receive direct notice from your offices regarding the project. For that reason, I believe the FRA and the Commonwealth of Massachusetts should, at a minimum, extend the comment period on the draft Environmental Impact Statement/Report.

In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

1 ✓ - Increased rail noise;

✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

✓ - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

✓ - Danger from train derailments the result of increased train speed, and poor maintenance and lax operational standards by Amtrak;

✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

(2) 1) Aesthetically-pleasing noise barriers are installed the full length of Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,,

Patricia La Colla

Patricia La Colla
Unit Owner or Resident
Cliffmont Condominium
83B Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

Sen Edward Kennedy
Sen John Kerry
Sen Mitchell Walsh
Sen Paul White
Rep John McDonough
Rep Angelo Scaccia

MA4-28 **Northeast Corridor Improvement Project Electrification**
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 3/12/93 pm

(1) COMMENTS: As a resident of the Roslindale area, I totally disagree with the proposed to build an overhead electrical system. These tracks run right through the neighborhood where my children live, play & go to school. We already live with the noise and unsafe situation of the present train system. I believe it is just too much to ask of us. I don't believe the health and safety of our children is worth risking for the sake of a faster train system. ~~Sometimes~~ Let's put the welfare of our residents ahead of a new technology.

Patricia Lacolla
204 Rutledge St
Roslindale, Ma 02131

MA4-29

CLIFFMONT ESTATES

November 24, 1993

RECEIVED NOV 29 '93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

1 ✓ - Increased rail noise;

✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

✓ - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

✓ - Danger from train derailments the result of increased train speed, and poor maintenance and lax operational standards by Amtrak;

✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2 1) Aesthetically-pleasing noise barriers are installed the full length of Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-30

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

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Sincerely,

Jack L Talking

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-31

CLIFFMONT ESTATES

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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Sincerely,

Shelley Carnevale

Unit Owner/or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-32

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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Sincerely,

Gloster Ellis

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-33

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

1

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✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

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2

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Sincerely,

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-34

NORTHEAST CORRIDOR IMPROVEMENT PROJECT ELECTRIFICATION
DRAFT ENVIROMENTAL IMPACT STATEMENT/ REPORT
PUBLIC HEARINGS

COMMENT FORM

RECEIVED

Mr. Glenn goulet
US/DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: Recently, my family moved from a house with lead paint, asbestos shingles and lead pipes. We bought our condo realizing ther was excessive train noise. We can live with that.
The electification of the lines is not a light matter. Lead and asbestos were not considerd hazards when they were installed.
(1) Electro magnetic fields have not been sufficiently studied to determine the long term effects. I am sure you would not want this hazard looming outside your window.

I do not think the studies are being frank with us. In the past, on the same rail line work was performed without such studies, and as you know, the noise levels are unnaceptible.The railroad even purchased the affected homes.

(2) These trains have no business travelling 150 mph within the ci limits. This is outrageous. We must stop this cancer before it spreads to our bodies. Our lives are in danger and our homes will be worthless.

Sincerely,

Michael M. Shammas and Family
37 Harrison St. 11e
Roslindale, Ma 02131

MA4-35

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

FROM:
Mr. Vernon Freitas
73 Cliffmont St.
Roslindale, MA 02131

RECEIVED

(1) COMMENTS: We are totally and unalterably opposed to construction and implementation of overhead electrical lines for purposes of developing Amtrak's high speed train system in the Roslindale - Hyde Park corridor. There are several reasons for our feeling this way.

Depreciation of property values in the area is only one factor to consider in weighing acceptance or rejection of such a system in this neighborhood. The inevitable downgrading of the monetary value of property in the area because of the presence of the system must be contemplated.

Also, the presence of the towers necessary to support high-power lines must have a serious esthetic effect on the neighborhood. Their unattractiveness would undoubtedly add to visual pollution.

In addition, the increase of disruptive noise resulting from a high speed system will exacerbate an already irksome situation. The din caused by conventional trains speeding by has been difficult to bear, and high speed trains can only add to the racket.

Finally, and most importantly, the area of most concern to us is one which touches upon the safety and health of our families. High speed trains, ~~per~~ especially if they require elevated tracks are an imminent physical danger to youngsters in the area. In addition and most particularly the emission of highly hazardous electro-magnetic fields which are unquestionably a by-product of high voltage power lines poses a serious health threat to humans and other animals. Studies have shown that the electro-magnetic fields are most assuredly a causative factor of cancers and other serious illnesses especially in children.

Therefore, we urge you to take a serious and sober look at the efficacy of sanctioning the construction of high-power lines in this area.

MA4-36

RECEIVED

17 Dartmouth Place #2
Boston, MA 02116-6106
November 30, 1993

Mr. Glenn Goulet
USDOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

I have read the Draft EIS/R for the NECIP Electrification - New Haven,CT to Boston, MA with considerable interest.

As a resident of the South End of Boston I am very concerned with the possible impacts of any further work by AMTRAK in our area. Since the performance of that work, (the MUD project)many of us have noticed that our sump pumps no longer need to operate. This indicates to us that the watertable is going down, which threatens the foundations (piles) of our homes.

This seems to be a problem along Berkeley Street and the Chandler St. neighborhood adjacent to the tracks. I believe that the observation wells which were put in at the time of the MBTA Southwest Corridor project are still in place. I would hope that these wells could provide you with some information on the watertable in the area and you could let us know how you intend to deal with this problem. (1)

Thank you.

Mary Snyder

EOEA #9134

Mary Snyder

MA4-37

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

(1) X - Increased rail noise;

X - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

MA4-38

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16th. However, I would like to take this opportunity to voice my concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

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(Check off accordingly)

1 X - Increased rail noise;

X - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

X - Safety problems resulting from unrestricted access to the rail line by children and animals;

X - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

X - Danger from train derailments the result of increased train speed, and poor maintenance and lax operational standards by Amtrak;

X - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2 1) Aesthetically-pleasing noise barriers are installed the full length of Dale Village property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Christine Quigley

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Edward Kennedy
Honorable John Kerry
Honorable John Joseph Moakley
Honorable Marion Walsh
Honorable Paul White
Honorable John McDonough
Honorable Angelo Scaccia

X - Safety problems resulting from unrestricted access to the rail line by children and animals;

X - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

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Sincerely,

K Scovill

Unit Owner & Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-39

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 9/9/94 9AM

1 COMMENTS: My husband and I are completely against these high power lines. Our TRAINS this area is too populated esp. with children and risk of putting them in danger of electrical cancer is not worth risking the safety of our children.

Secondly

Every a summer night my husband & I have been startled by the blasting of a train horn. Given 3 AM; nobody needs an increase in noise or the stress it will cause in our neighborhood

Mr & Mrs Richard Sawyer
32 Hayward St
Roslindale, MA

MA4-40

Gwendolen G. Noyes
Bay Square 505
950 Massachusetts Avenue
Cambridge, MA 02139
617.491.8984

RECEIVED

7 December 1993

Glen Goulet
U.S. Department of Transportation
55 Broadway, Kendall Square
Cambridge, MA 02142

re: Globe article on electrification

Dear Glen Goulet,

(1) It is very important that Amtrak continue in its plans for electrification between South Station and New Haven. Providing non-deisel, quieter, faster, continuous, electric train service between Boston and NYC is an important piece in the process of reducing the particulate air pollution in this region. It can also reduce the volume of air traffic to NYC.

Unfortunately, as with almost all improvements, there are some neighbors who will be adversely effected in the short run. Their concerns need to be thoughtfully considered and responded to, but the big picture of long term, greater benefit to this whole region must be given a higher priority.

Thank you for your consideration.

Sincerely,

Gwendolen G. Noyes

MA4-41

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

COMMENTS: WHILE I THINK IT IS IMPORTANT TO IMPROVE RAIL SERVICE, I DON'T BELIEVE IT IS ABSOLUTELY NECESSARY TO DO SO AT THE EXPENSE OF THOSE WHO LIVE NEAR THE RAILROAD TRACKS. (1) IF THE U.S. GOVERNMENT CAN SPEND HUGE AMOUNTS OF MONEY ON RAIL SERVICE, THE U.S. GOVERNMENT SHOULD SPEND SOME MONEY TO HELP ALLEVIATE THE NEGATIVE IMPACT SUCH HIGH SPEED SERVICE WILL HAVE ON ITS ABUTTERS AND NEIGHBORS. (2) IT APPEARS THERE IS NO REGARD WHATSOEVER FOR ABATING NOISE. AS IT IS CURRENTLY, NOISE LEVELS EXCEED WHAT THEY SHOULD BE. WHY IS THERE NO ACTION PLAN IN RELATION TO THIS? ALSO, ARE THERE ANY PRECAUTIONS TO BE TAKEN FOR THE ELECTRO-MAGNETIC FIELDS? (3) NO. YOU ARE NOT CONSIDERING THE EFFECTS OF THIS AT ALL TO THE COMMUNITY. BEFORE A DIME IS SPENT, YOU SHOULD CONSIDER THE IMPACT OF THIS PROJECT ON THE INDIVIDUALS IT WILL AFFECT DAILY.

Catherine Slade
Robert F. Slade
131 Rowe Street
Roslindale, MA 02131

MA4.42

CLIFFMONT ESTATES

November 24, 1993

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Messrs. Goulet and Gage:

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In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

1

✓ - Increased rail noise;

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✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2

1) Aesthetically-pleasing noise barriers are installed the full length of Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Bernie + Pamela McElhenney

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-43

Dale Village

November 24, 1993

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Jimin Zhang Jimin Zhang

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-44

CLIFFMONT ESTATES

November 24, 1993

RECEIVED 12-2-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Thomas D. Scully

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-45

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

RECEIVED 1993

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS:

Enclosed please find my statement Regarding the DEIS on the NE Corridor Improvement Project.

(1) Please Note that I have enclosed a copy of the map sheet 28 which has errors. I have indicated corrections

Kathleen Rowlings

8 Windham Rd
Hyde Park MA 02136

November 28, 1993

Congressman Joseph Moakley
World Trade Center Suite 220
Boston, MA 02210

re:Draft Environmental Impact Statement
Northeast Corridor Electrification - New Haven to Boston

Dear Congressman Moakley:

Enclosed please find a copy of my response to the DEIS on the Northeast Corridor Improvement Project Electrification (Mass EOEA Number 9134).
Also included is a copy of an incorrect map from this DEIS with correction that I have made.

Before any electrification or upgrade of this railroad is made, there are a number of concerns that have not been addressed, that have never been corrected, and are point blank, dangerous.

I am asking you to keep the safety of our families in mind.
I shall appreciate your response to the questions and concerns which I have discussed in the enclosed statement.

Sincerely,

Kathleen Rowlings

Kathleen Rowlings

8 Windham Road
Hyde Park, MA 02136
(617) 327-9743

apwdata2/necorr01

RESPONSE TO DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT
NORTHEAST CORRIDOR IMPROVEMENT PROJECT ELECTRIFICATION
NEW HAVEN TO BOSTON

MASSACHUSETTS EOEA NUMBER:9134

INFORMATION PRESENTED AT ENGLISH HIGH PUBLIC HEARING 11/16/93

RE: UPGRADE OF RAILROAD THROUGH ROSLINDALE AND HYDE PARK, MA

Current and potential problems:

- **chain link fence and steel fences are broken in many areas**

- **maintenance and the supervision of the maintenance is non-existent**

eg. On 5/6/93 my puppy, who was on a leash, ran off from my children to follow another dog. She ran through an opening in the railroad fencing and was killed by a train. This was extremely sad for us, but what is fortunate is that my children did not run onto the tracks to retrieve her, because they also could have been killed. The MBTA and AMTRAK have little control of this weak chain link fence. **I was told that there are hundreds of miles of fencing to maintain and that nothing could be done to make sure an area stays repaired. People cut the fence and walk the tracks. This includes children.**

- **the Metropolitan Ave-Dale St. footbridge is not well lit, it is not maintained in snow and ice conditions, and is not policed at any time.** For these reasons people choose to cut the chain link fence or unbolt the supposedly stronger steel fencing and walk across the tracks.

- **the residents are isolated from stores, businesses, schools by these railroad tracks.** Elderly neighbors cross the railroad tracks because the footbridge has sheets of ice and snow on it in the winter that are never removed; there are big pools of water on the access pathways to the footbridge so that one has to wade at least ankle deep in order to gain access to the legal crossing; people are fearful because there is inadequate lighting.

- **The noise and vibration from the trains is experienced on Windham Road which is several thousand feet from the tracks.**

RECOMMENDATIONS:

2 **- 1. that stronger fencing and/or other suitable barriers be constructed before any upgrade is considered.**

3 **- 2. that noise abatement measures be taken including**
a. examining current noise in relation to current noise pollution standards
b. engineering measures be taken to provide trains that do not make as much noise
c. that adequate noise barriers be in place before any upgrade takes place.
d. that a study of the impact on the abutting conservation land be conducted in regard to the effect of noise and vibrations on tree root systems, aquifers, ground water and specifically Mother Brook before any upgrade takes place.

4 **- 3. that proper maintenance of footbridges including adequate lighting, policing, and snow and ice removal be provided so that access is safe.** This may decrease the use of cutting the fences to cross the tracks. This may also increase the access residents have to businesses, stores, schools so that people are not isolated on one side of the tracks.

5 **- 4. that upgrading of the railroad system not be done until adequate studies have been conducted on the health effects of electromagnetic fields,** especially since there are no current standards being used to measure potential dangers.

6 **- 5. that upgrading not take place until people are advised of what chemicals are being used to defoliate the track area and what is the potential harm to humans.**

7 **- 6. that adequate rodent control be initiated so that the rats that live on these tracks will not be running into our neighborhood when upgrading is done.**

8 **- 7. that residents are advised as to who the accountable parties are with respect to problems, maintenance, and policing.**
The accountable parties have not been accountable thus far, so what quarantee can we residents have that the MBTA, AMTRAK and the accountable powers will do their jobs? **THESE JOBS OF MAINTAINING FENCING, MAINTAINING SAFE PASSAGEWAY ACROSS THE RAILROAD, AND POLICING ARE BEING IGNORED. THEY CANNOT CONTINUE TO BE IGNORED.**

- 8. that no upgrading take place until the above listed recommendations can be done.

ADDITIONAL COMMENTS AFTER READING DEIS REPORT

- MAP error on sheet 28. DEIS MAP indicates industrial property at intersection of Metropolitan Ave. and the RR. **This area adjacent to the RR consists of 25 acres of "Urban Wilds" property which is maintained by the City of Boston as a recreational facility. There is an MDC Park adjacent to Sherrin Street.** It was on this land that my children were walking our puppy. The puppy, which was sometimes mischievous, ran off to follow another dog through the conservation land through an opening cut in the railroad fence to her death. **These fence openings are easily accessible to the children who use this park land, Pine Rock area, as a "Tom Sawyer" type adventure area.** There are swamps in the spring for makeshift rafts, ice-skating in the winter, blueberry and raspberry picking in the summer. IF THESE CHILDREN BY HUMAN ERROR BECOME MISCHIEVOUS AND DISOBEY PARENTS, RUN ONTO THE RR TRACKS BECAUSE AN OPENING IS EASILY AVAILABLE- DO THEY DESERVE TO MEET THE SAME FATE AS MY PUPPY BECAUSE THE POWERS THAT BE CANNOT AND ARE NOT RESPONSIBLE IN PROPERLY MAINTAINING FENCING. **THE REALITY IS THAT WE HAVE SEEN CHILDREN ON THESE TRACKS BECAUSE ACCESS IS TOO EASILY available.**
On p. 11-19 Mention is made regarding "limiting fencing." In this area abutting park land and homes it can be tragic.

Also the **DEIS full documents were not available** in the Hyde Park Library prior to the Public Hearing on November 16th.

-Notification of the public hearing was poor.

9 **-Item 11.3.9 Drainage- how will this impact on the pools of water that are adjacent to the Metropolitan Avenue footbridge?**

-Item 11.3.7.1 Is the impact on Fowl Meadow being considered seriously in this proposal?

10 **-Item 11.23.8 Proposed fencing and Noise Barrier Construction- is this being considered for the Metropolitan Ave/Dale Street/ Sherrin Street area?**

-on p. 11-9 How will an Herbicide Management Plan impact the Urban Wilds area and adjacent residential areas?

11 **-pp 4-57 through 4-60 that list train schedules and noise levels. There is an adverse noise impact with the build option. How is that going to be remedied in this area of Hyde Park?**

submitted by,

Kathleen Rowlings, R.N.
8 Windham Road
Hyde Park, MA 02136
(617) 327-9743

CC:

Mayor Thomas Menino, City of Boston

Congressman Joseph Moakley

State Representative Angelo Scaccia

State Senator Marion Walsh

Susan K. Lee, U.S. Army Corps of Engineers

Glen Goulet, Volpe National Transportation Systems Center

William Gage, State Office of Environmental Affairs

MA4.46

Stephen H. Kaiser
101 Hamilton Street
Cambridge, Mass. 02130

Mr. Jan H. Reitsma
MEPA Director / EOEA
100 Cambridge Street
Boston, Mass. 02202

RECEIVED

SUBJECT : **Draft Environmental Impact Report**
EOEA # 9134 Rail Electrification

Dear Mr. Reitsma,

1 My primary concern for the adequacy of the Rail Electrification EIR is the matter of energy efficiency and accountability. For 15 years I have been struggling to get a handle on this issue -- specifically to obtain estimates of the theoretical and empirical energy efficiencies of electrified rail systems and to explain any inconsistencies in the results.

2 My second concern is visual. Electrification has many benefits, such as reduced noise and odor, but there are also detrimental effects of a primarily visual nature – overhead wires and poles, loss of vegetation, etc.

The Draft EIR fortunately helps resolve one issue : how electric rail efficiency compares with diesel efficiency. Table 6-11 of the Technical Appendices lists the energy consumption of diesel as 1,406 BTU per passenger-mile, while the electric-power trains would be 3,167 BTU per passenger-mile. In other words, electric operations require twice as much energy as diesel, for the same amount of train service. The accompanying text on pages 6-17 and 6-18 states specifically that the energy use with electrification "is approximately 2.3 times that for the no-build alternative." (diesel) This result is very disappointing, since reasonable theoretical calculations would suggest that electrical systems should be more efficient than diesel electric.

Indeed the 1977 Draft EIS/R for NECIP showed railcar efficiencies of 2.1 MPG for diesel vs. 2.5 MPG for electric (page 3-72), while also showing that diesel was slightly more efficient than electric -- 29 % to 27 % (3-85). These appear to have been theoretical calculations and show

electric and diesel efficiencies to be very close. It appears that the figures of 1406 and 3167 BTU/pass.-mile may be empirically derived from actual measured energy use in the northeast corridor, with adjustments for different passenger loadings. In both the current DEIR and the 1977 report there was this disturbing contrast between actual and theoretical efficiency for the electric system. A careful and consistent comparison of both reports indicates that the actual electrical energy usage of electric systems is about three times the theoretical usage. Either the theory is in error or there are major electric losses or uses which are not being properly recognized and mitigated.

The 1977 report made the serious error of attempting to conclude that electric rail was almost as energy efficient as bus (819 vs. 931 BTU per pass-mile). This apples-and-oranges comparison ignored the generating plant losses, which transformed the 931 figure into a bonafide energy use of 3210 BTU/pass-mile, which is very close to the 3167 figure used in the 1993 report.

What this means is that the base data are quite consistent between the original 1977 NECIP EIR and the current report on energy efficiency, with both showing very significant discrepancies between theoretical and empirical energy efficiency for electric operation.

I believe that electrical operations should be more efficient than diesel, and I am baffled at the terrible energy inefficiency shown by existing and projected operations.

Let us assume the following efficiencies : electric generation (33 %), distribution (92 %), rail pickup (97 %), motor operations (90 %), mechanical drive system (90 %), as well as 10 % power use for on-board services and 10 % non-revenue service. This translates into a net efficiency of 19.4 %. By contrast, a similar calculation for diesel is 14.8 % (assuming 25 % engine efficiency, generator (90 %), motors (90 %), mechanical drive (90 %), with 10 % onboard power and 10 % non-revenue mileage).

These theoretical efficiencies of electrification being a factor of 1.3 times better than diesel contrast with the empirical data from the current EIR stating that electrical is a factor of 2.3 times worse than diesel. If we assume that empirical and theoretical diesel energy efficiencies are reasonably in concurrence (the 1977 EIR data supports this conclusion), we are left with a theoretical vs. empirical discrepancy of a factor of THREE for rail electrification. As an engineer, I find these results astounding and appalling. Where is the energy going?

========== A BRIEF HISTORY ==========

The issue of rail electrification has a rather rich and lengthy MEPA history. In 1976, when I began work as a volunteer in the MEPA office, the staff did a fairly thorough review of the Red Line extension to Alewife. One chapter dealing with energy provided some interesting insights into MBTA electrical efficiency -- which was not very high. As analysis progressed into 1977, it became apparent that the average energy efficiency of MBTA electric rail cars was only 0.55 MPG energy equivalent. With an average of 26 passengers per car, the overall people-moving efficiency was about 0.14 passenger-miles per gallon. These figures represent total energy input, compared with revenue miles and passengers carried.

From this data, it was evident that the MBTA system was as energy efficient as a single-occupant 14 MPG automobile. This result was somewhat embarrassing, given that EOTC stationery at the time touted the energy efficiency of mass transit.

It also became evident that the theoretical energy efficiency of transit was calculated to be much higher, in the range of 2.5 to 3.0 MPG. We were left with a discrepancy of a factor of almost 6 between theoretical and actual energy use.

The EOTC response was very vigorous. The Deputy EOTC Secretary informed the then- MEPA Director that "We will prove that mass transit is energy efficient." Two EOTC/CTPS associates dutifully showed that the energy efficiency of the Red Line was 2.7 MPG. With remarkable bureaucratic choice of words, MEPA concluded that the debate "did not prove that mass transit was not energy efficient."

As a staff member of MEPA, I continued to develop energy analyses of power usage, while the MBTA dutifully ignored the discrepancy between their own energy calculations and the empirical evidence of actual high energy usage. Some contributing factors were the old South Boston generating plant (since abandoned) which had an operating efficiency of 14%, compared to at least 33% for commercial power plants. More recent MBTA energy use indicates a system average of about 1 MPG, which still is significantly below the theoretical 2.7 MPG level. The theoretical/empirical discrepancy for the current MBTA system is very close to the discrepancy factor of 3 for Northeast Corridor intercity rail.

The original 1977 Draft EIR (EOEA #02830) was reviewed and commented on by then EOEA Secretary Evelyn Murphy in February 1978, but the comments were not included in the 1978 FEIS/R, nor was there a response to the content.

(3)

Therefore I am attaching this 1978 EOEA Statement and incorporating it explicitly with my comments on the 1993 DEIS/R. I specifically request that all tables be updated in a complete and similar format. I do not recall the disposition of the the Final EIR for #2830, but here may be an opportunity for an official response to a MEPA statement which may never have been responded to.

Another rail project involving energy analysis also had an unclear resolution. The South Station development, #3205, with electrification, produced Draft EIR comments from EOEA, which I drafted. As I recall, a Final EIR was submitted without the EOEA comment included, This omission was duly noted, and the report copies were sent back to the MBTA with requests to respond to the MEPA comments and then resubmit the Final EIR.

This was never done.

The file documentation on project 03205 includes correspondence containing peripheral submissions of various data, but no information on energy and no formal Final EIR. The MEPA directors (Mygatt and Davis) both stated their desire to see a formal FEIR filing, but there was no such action. This project is now under construction.

I met at least twice with MBTA staff and consultants in the early 1980s to review the MEPA comments and develop an understanding of what was needed to respond, but nothing substantive came of the meetings.

========== RESOLVING THE ENERGY ISSUES ==========

It would appear that after 15 years, the rail analysts are finally admitting that there is an energy disadvantage associated with electrification. However, the 1993 DEIR offers a very unsatisfactory explanation of why electric power is at such a disadvantage.

The three stated reasons, as shown on page 6-18 of Appendix 6 are :

1. "the electric system has the inherent inefficiency of the electricity generating facilities".... commercial generating plants are actually relatively efficient and their efficiency has already been included in the calculations. The explanation must lie elsewhere.

2. "There are transmission and distribution losses inherent in the electrified system (estimated at 8 percent in this analysis)" ... Again, this distribution loss has already been included in the analysis and the explanation must lie elsewhere. Are the losses more than 8 %?

3. "The electrified rail is projected to travel at a higher speed than the diesel-based system." ... The primary issue is increased air drag losses from higher speeds. If we assume an average travel speed increase of 10 %, the motive energy would rise by a maximum of 21 %. This is not enough to explain a factor of 2.3.

Let me try to develop a comprehensive list of possible explanations :

1. The 19.4 % theoretical efficiency figure includes optimistic assumptions (assume that a worst case error of 20 % applies, or a multiplier of 1.20)

2. Higher speeds (10 % speed and a multiplier of 1.21)

3. Electrical energy uses off the train, such as station lighting, etc. (maximum 20 % of all energy or a multiplier of 1.20)

4. More cars per train means each car is more energy efficient (Unknown)

5. Different load factors between Electrical and diesel service? (Unknown)

6. Special losses due to poor conductors or dirty insulators (loss of 15 % more or multiplier of 1.15)

7. "Non-engineering losses" i.e. energy theft (calculated multiplier 1.57)

8. Other miscellaneous or unidentified factors. (Unknown)

4 Knowing that the total discrepancy is a multiplier of 3.0, the non-engineering losses can be calculated, with no allowance for the three unknown factors listed above. The resulting multiplier of 1.57 implies that up to 36 % of the system power could be lost to theft.

5 Clearly we cannot tolerate a rail system which does not have integrity in its energy management system. The Final EIR should show a plan, analysis and commitment to mitigation management which would work at all levels to reduce energy consumption and produce an electric power system which is proudly close to the theoretical energy efficiency potential promised by electric power.

6 In working through these energy calculations, I note that the EIR lacks a definitive chapter on ridership and travel times/speeds. We should request this information in the Final EIR, including the assumptions for train frequency, seats per train and passengers per train.

7 I realize that in an EIR comment, one must be precise in order to have some assurance of a good response to one's comment in the Final EIR. I reaffirm my concern about the evidence of actual inefficiency in our electrified rail systems and request that an explicit tabulation be made of empirical data and theoretical calculations, both for existing conditions and for year 2010 conditions. We cannot wait another 15 years to get these issues resolved.

Sincerely,

Stephen H. Kaiser
Schoolteacher
Traffic and Transportation Engineer

cc. Glenn Goulet FRA

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

EVELYN F. MURPHY
SECRETARY

RECEIVED

STATEMENT OF THE SECRETARY
ON
DRAFT ENVIRONMENTAL IMPACT REPORT

The Secretary of Environmental Affairs issues a statement that the Draft Environmental Impact Report submitted on the below referenced project does adequately and properly comply with Massachusetts General Laws, Chapter 30, Section 62 and the regulations governing the preparation of draft environmental impact reports.

Environmental Affairs File No. 02830

Submitted by : Massachusetts Bay Transportation Authority

Date Received : December 13, 1977

Project Identification : Northeast Corridor Improvement Program

Generally, the draft report is well organized, and considerable research and analysis have clearly gone into its preparation. The consideration of noise and construction impacts has been quite well done, and the second volume of the EIR containing mapping and topographical information is a noteworthy example of excellent presentation of corridor planning information.

Overall, the draft report does a commendable job of describing the proposed program and its impacts along the corridor. The primary concerns of this review are to identify those areas for which the final report should address special effort to improve on the draft analysis. The two prime areas in need of further work are energy and related matters of air pollution. It is understood that the report covers the entire Northeast Corridor, and that the primary focus of this review is on those segments of the project located in and affecting the Commonwealth of Massachusetts. Wherever possible, review comments will be directed to Massachusetts impacts, although for several aspects of energy and air pollution the comments must be addressed to the overall corridor data presented in the Draft Report.

ENERGY

The energy analysis in the report includes some variations in data which warrant further explanation. For example, in a comparison of diesel-powered rail vs. electric-powered rail, there are four citations in the text which suggest different relative energy efficiency :

-- Page 3-85 : Diesel efficiency of 29%, and electric efficiency of 27% or an efficiency ratio of 1.07.

-- Page 3-72 : Fuel mileage for diesel of 2.1 MPG, vs. 2.5 MPG for electric, or an efficiency ratio of 0.84.

-- Page 3-76 : Energy per passenger (mile) for diesel of 2125 BTU/PM, vs. 1308 BTU/PM for electric rail, or an efficiency ratio of 0.61.

-- Page 3-76 : Prime fuel consumption for diesel is 0.4 billion BTU for 205 million pass-miles; for electric, 4.1 billion BTU for 898 million PM, or an efficiency ratio of 2.16.

Therefore, the data in the report covers a range between 0.61 to 2.16, which is a factor of 3.5.

This range in data may be due to the need for clarification between "at the rail" power and "total system power." At-the-rail data appear to be related to energy consumed within the right-of-way, while total-prime-fuel consumption is the most appropriate figure for energy consumption comparisons. While the report recognizes this point on page 3-73, the immediately previous sentence notes :

> "The improved system with efficient train scheduling is projected to be almost as efficient as a bus (931 vs. 819 BTUs/passenger mile)." (3-73)

The NEC Executive Summary offers the identical conclusion on page 14. It appears that the 931 BTU figure refers to at-the-rail power, not prime-fuel energy, and thus is not a fair comparison.

The difference between at-the-rail and prime-energy consumption is the electric generation and distribution efficiency factor of 28.6% for electric rail. The 931 BTU figure noted above actually reflects a total energy use of 3210 BTU, which is almost four times the energy consumption rate of the bus in 1990. The appropriate tables in the report should be modified accordingly :

Table	Year	BTU/Pass-mile at-the-rail	BTU/Pass-mile total prime energy
3-24	1975	1,308	4575
3-25	1975	1,308	4575
3-25	1982	1,035	3620
3-26	1990	931	3210

Furthermore, there is a reference on page 2-30 to the "increase in the power requirements needed to achieve the anticipated higher speeds." What is the effect of increased speeds or modernized generating equipment on 1990 energy efficiency?

One might expect that efficiencies of scale and distribution might cause electric to be preferable to diesel, but the data in the EIR shows electric rail to be more than twice as energy consumptive as diesel, on a passenger-mile basis. Why are the current and projected electrified rail energy efficiencies so much lower than expected? Are there special system inefficiencies which are inherent in electrical systems? Are there inefficiencies which can be resolved by good design and maintenance? Are there non-engineering explanations for the high use of electric energy?

The energy efficiency question is sufficiently complex that a combined table of 1975 and 1990 performance characteristics would be warranted, similar to the following :

			-----TRAIN----------		
1975 Intercity	AUTO	BUS	DIESEL	ELECTRIC	AIR
BTU/pass-mile	4166	819	2125	4575	8500
BTU/veh-mile	8332	17,935	63,960	191,700	510,000
Veh-miles/Gal	15	7.75	2.17	0.65	0.26
Pass. MPG	30	170	65-91	27.3	14.7
Petroleum-based BTU/Pass-mile	4166	819	2125	1850	8500
1990 Intercity					
BTU/pass-mile	2315	819	(-)	3210	8500
BTU/veh-mile	4660	17,935	(-)	191,000	510,000
Veh-miles/Gal	26.8	7.75	(-)	0.65	0.26
Pass. MPG	53.6	170	(-)	38.4	14.7
Petroleum-based BTU/pass-mile	2315	819	(-)	1300	8500

Energy utilization per available seat-mile is another measure which could be included above, and is included in the report, Table 2.2, page 2-11. The Metroliner figure should be closer to 2750 BTU/available seat mile, rather than the 690 figure shown. For 1990, the figure of 1,140 BTU/ASM for autos should probably be 920, reflecting the improved gasoline mileage figures now projected. The text on page 2-10 should be revised to reflect this situation. It appears that on the basis of either seat-miles or passenger-miles, air travel is the least energy efficient and buses are the most energy efficient.

The comparisons of overall energy use in Tables 3.23 through 3.26 lead to the conclusion that high speed electric rail will result in a 0.6% savings in energy over the 1990 unimproved system. However, the draft report assumes a simple value of 136,000 BTU/gallon for residual oil and diesel fuel, whereas the correct values (from page 3-69) are 150,000 and 139,000 respectively. With the more accurate figures, it would appear that the 1990 corridor energy consumption would be 50.2 trillion BTU per year for the improved system, compared to 49.9 trillion BTU per year for the unimproved system. This difference represents a 0.6% increase in energy use due to the proposed program, and while apparently small, such a change represents the equivalent of 2.4 million gallons, gasoline equivalent, per year.

AIR POLLUTION

Air pollution emissions are often related to energy consumption in at least a general way, and for stationary electric power plants there is a direct correlation. Whereas the draft report calculates emissions on the basis of total tons of pollutants per year, it would be additionally useful for comparison of alternatives if the pollution rates were presented on a per-passenger-mile basis. A suitable measure would be grams-per-passenger-mile. The following table includes listings of both tons/year and grams/pass-mile:

			------TRAIN--------		
1975 Intercity	AUTO	BUS	DIESEL	ELECTRIC	AIR
Pass-miles, total millions (3-76+)	5,658	394	205	898	1,449
Veh-miles, total millions (3-96)	2,813	18	6.8	21.4	23.9
(3-72)	(2,694)				
Pass/vehicle	2	22	30	42	60
CO tons/year	237,500	66.4	722	54.1	1,799
gram/pass-mile	38.4	0.15	3.07	0.054	1.12
HC tons/year	25,600	44.6	126	20.4	518.5
gram/pass-mile	4.14	0.10	0.53	0.020	0.32
NO_x tons/year	13,700	558.7	1492	1,174.5	1,079
gram/pass-mile	2.21	1.30	6.34	1.17	0.67
SUBTOTAL : Gram/PM for CO/HC/NO_x	44.75	1.55	9.94	1.24	2.11
TSP (Particulates) tons/year	(-)	(-)	113	708.9	43.4
gram/pass-mile	0.27e	0.07e	0.48	0.71	0.03
SO_2 tons/year	(-)	(-)	257	3832	(-)
gram/pass-mile	0.06e	0.12e	1.11	3.83	0.12e
OVERALL TOTALS : Gram/pass-mile	45.08	1.74	11.53	5.78	2.26

The 1975 estimates for diesel locomotive emissions are based on the same proportional data as are presented on page 3-102 for the 1990 projections of diesel and electric emissions. Other data marked "e" indicates estimates derived from sources other than the draft EIR.

Such a table shows the clear superiority of electric rail in regard to carbon monoxide and hydrocarbon emissions, in contrast to the high rate of emissions for particulates and sulfur dioxide. This latter result may be a consequence of reducing petroleum dependency, whereby coal and high-sulfur oil may result in higher emissions of certain pollutants. A similar tabulation for the case of improved 1990 NEC rail is :

1990 Intercity	AUTO	BUS	--TRAIN ALTERNATES--- DIESEL	ELECTRIC	AIR
Pass-miles, total millions (3-79)	7757	533	3506	3506	2277
Veh-miles, total millions (3-96)	3865	25.2	59	59	33
Pass/vehicle	2	22	59.4	59.4	60
CO tons/year	66,700	150?	6264	94.5	2897
gram/pass-mile	7.7	0.25?	1.55	0.024	1.14
HC tons/year	8,100	62.6	1096	37	835
gram/pass-mile	0.94	0.11	0.27	0.009	0.33
NO_x tons/year	4,600	756.8	12,900	2109	1733
gram/pass-mile	0.53	1.33	3.20	0.541	0.69
SUBTOTAL : Gram/PM for CO/HC/NO_x	9.17	1.69	5.02	0.574	2.16
TSP (Particulates) tons/year	(-)	(-)	980	1193	(-)
gram/pass-mile	0.02e	0.07e	0.24	0.306	0.03
SO_2 tons/year	(-)	(-)	2232	6626	(-)
gram/pass-mile	0.06e	0.12e	0.56	1.70	0.12e

Grams per pass-mile

The emissions for electrified rail will be from fixed point-source sites which may or may not be located near populated areas. Auto, bus and diesel rail operations are line or area emission sources, with some pollution necessarily occurring in dense urban centers.

Further pollution and health impact studies need to be done before a final evaluation can be made of the relative air pollution impacts of the various modes of intercity travel. In terms of total emissions, there does

not appear to be a substantial air pollution advantage to electrified rail systems at this time. Because energy and emissions are directly related for stationary power sources, any improvement in NEC energy efficiency for electrified rail will be reflected in decreased pollution emissions.

The Executive Summary, p. 15, notes that high ozone levels are reported in the corridor and have caused the Environmental Protection Agency to urge the corridor states, including Massachusetts, to develop transportation control strategies to reduce motor vehicle emissions, which are considered to be the major contributor to ozone formation. Ozone is a direct product of electrical arcing, and there have been instances in London's deep bore transit tunnels where the ozone concentrations have been sufficiently high to cause temporary suspension of service. In Massachusetts, there are no major tunnels, and the ozone is dispersed to mix with ambient smog levels. The final EIR should include an estimate of the amount of ozone produced by the high speed electric trains within a range of weather conditions, speed and catenary voltage.

MISCELLANEOUS COMMENTS

The final report should give further consideration to the aesthetics of extensive electrification, including the permanent loss of trees and visual shielding. Some concern should be shown for the shape, scale and color of the catenary supports and all fencing, including bridges and overpasses. This matter is significant because the existing example of electrified railroad right-of-way through New York and Connecticut is something less than an aesthetic triumph.

Considering the overall issues of energy, noise, urban air pollution, acceleration power, aesthetics, capital cost and maintenance, is there a feasible power alternative of using dual-power diesel-electric locomotives, whereby in urban areas the power would be picked up by catenary and in rural areas diesel power would be used to generate on-board electric power? Such an arrangement would maximize the acceleration power and minimize the emissions and noise in urban areas, while permitting energy and cost efficiencies in rural areas without the need for overhead catenary supports.

IMPACTS ON OTHER TRAVEL MODES

Generally, there should be a clearer indication of the manner in which multi-modal operations could be integrated, especially in the coordination of bus and rail operations, so that dependency on the automobile can be reduced. Similarly, the impacts of high speed rail on commuter operations should be described in more detail, since any reduction in rail commuter service would tend to increase auto commuting. Good intercity and commuter rail service will benefit from coordination with local and intercity bus routes, especially at Route 128 and South Station.

WETLANDS ISSUES

8 The Route 128 station is located in the Fowl Meadow area in Canton and Dedham. The report should identify the significant existing and potential water supply sources in the marsh and Neponset River area. Much of this effort has already been accomplished in the Draft Environmental Impact Statement, Boston Transportation Planning Review, "Southwest," (1972) pages I-54 and following. Similarly, the location of any electric substation in Mansfield should avoid any sensitive areas, especially wetlands and streams.

GENERAL RECOMMENDATIONS

For the Final EIR submission, tabular information on energy and emissions should be presented, similar to the data outlined above, with any corrections or additions as appropriate. Before proceeding to the Final Report, the Authority should carefully consider all of the comments received from all agencies, private groups and citizens. During the preparation of the Final Report, the staff of this office will be available for consultation.

17-78
DATE

EVELYN F. MURPHY, SECRETARY

EFM/SK/sk

cc. Secretary Salvucci

MA4 47

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/10/93

COMMENTS:

(1) We would like you not to approve the project to build an overhead electrical system along the tracks which would affect the bridge at Canterbury St. & Hyde Park Ave. Sacred Heart Elementary School, Sacred Heart Church, and the residential neighborhood would be greatly affected by this. Many children cross this bridge & it would put them at risk. The bridge was recently reconstructed and many people were inconvenienced by this. The electro-magnetic fields would put children in danger & risk of cancer.
Please take great thought & consideration before approving this dangerous, inconvenient and costly project.

Thank you,
Ena Yafami,
parent of child at
Sacred Heart School
and Sacred Heart Church.

MA4.48

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED NOV 23-93

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16th. However, I would like to take this opportunity to voice my concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

As I am a direct abutter to the corridor, I am very concerned because I did not receive direct notice from your offices regarding the project. For that reason, I believe the FRA and the Commonwealth of Massachusetts should, at a minimum, extend the comment period on the draft Environmental Impact Statement/Report.

In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

(1) ✓ - Increased rail noise;

✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

? - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

___ - Danger from train derailments the result of increased train speed, and poor maintenance and lax operational standards by Amtrak;

✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

(2) 1) Aesthetically-pleasing noise barriers are installed the full length of Dale Village property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA449

Dale Village

November 24, 1993

RECEIVED 11-24-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

(1) ✓ - Increased rail noise;

✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

I, live about 35 ft. from the tracks. Come visit with me on a warm afternoon, when I have my windows open.

Anthony Milano

MA4.50

CLIFFMONT ESTATES

November 24, 1993

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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(Check off accordingly)

1 ✓ - Increased rail noise;

✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

✓ - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

✓ - Danger from train derailments the result of increased train speed, and poor maintenance and lax operational standards by Amtrak;

✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2 1) Aesthetically-pleasing noise barriers are installed the full length of Dale Village property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Anthony Milano

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4·51

CLIFFMONT ESTATES

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12-3-93

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16th. However, I would like to take this opportunity to voice my concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

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(Check off accordingly)

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✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2 1) Aesthetically-pleasing noise barriers are installed the full length of Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-52

CLIFFMONT ESTATES

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Thomas McMorrow

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA 4.53

CLIFFMONT ESTATES

November 24, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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✓ - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

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✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2 1) Aesthetically-pleasing noise barriers are installed the full length of Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-54

CLIFFMONT ESTATES

November 24, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Messrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16th. However, I would like to take this opportunity to voice my concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

As I am a direct abutter to the corridor, I am very concerned because I did not receive direct notice from your offices regarding the project. For that reason, I believe the FRA and the Commonwealth of Massachusetts should, at a minimum, extend the comment period on the draft Environmental Impact Statement/Report.

In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

1 ✓ - Increased rail noise;

✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

✓ - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

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Sincerely,

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

- Safety problems resulting from unrestricted access to the rail line by children and animals;

- Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

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Sincerely,

Marianne D'Amato

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-55

December 9, 1993

RECEIVED 10 AM

Secretary Trudy Coxe
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, MA 02202

Attn: MEPA Unit

Re: Draft Environmental Impact Statement/Report
Northeast Corridor Improvement Project Electrification-
New Haven, Connecticut to Boston, Massachusetts
EOEA No. 9134

[redacted] Dear Mr. Glenn

My name is Samuel Conti and I live at 1 Glenwood Avenue in the Hyde Park section of Boston. My house lies literally within several feet of the rail lines that are utilized by Conrail, Amtrak, and the MBTA. Approximately 125 trains use these tracks on a daily basis, at all hours of the day and night. According to data generated both by Amtrak, as well as a consultant I recently hired, train speeds can frequently reach 100 miles per hour.

This obviously causes me a number of concerns. First and (1) foremost, I am concerned about the impacts of the noise on my health, well-being, and quality of life. I am retired and have had heart bypass surgery, so it is important that I am able to rest comfortably in my home. The noise and vibration generated by the (2) constant train traffic makes that impossible. Second, the vibrations from the trains over the years has caused substantial damage to my home. Numerous cracks have opened in the foundation of my house. Third, I am constantly worried about the possibility of a major derailment or accident along the tracks near my home.

Essentially, there is nothing between the train tracks and my house to protect me and my family from potentially serious injuries in the event of a major accident.

The draft EIR notes that 787 residences will be negatively impacted by noise as a result of this project. Additionally, vibration impacts from the train operations of the new project will impact over 1,350 residences which represents an increase of over 1,000 newly impacted houses from the current situation. Most of these houses are already impacted by noise and vibration resulting from ongoing daily activities. Although recent studies by Amtrak and others have acknowledged that speeds on these rail lines are excessive and that the noise generated also exceed acceptable standards, nothing concrete has been done to mitigate these
3 impacts. It is anticipated that the electrification project will allow trains to increase their speeds to approximately 150 miles per hour.

Therefore it is imperative that regardless of whether this project ultimately moves forward that Conrail, Amtrak, and the MBTA address the complaints that they have received over the years regarding noise and vibration and that they do so now. Noise barriers, newer and quieter equipment, proper maintenance of tracks and trains, and improved wheels and train tracks can all help in reducing the impacts of noise and vibration. These improvements must be made immediately regardless of whether the project as proposed moves forward. Additionally, noisy repair work done in the early morning hours must also be conducted in a manner that is more sensitive to the nearby homes and residents.

As a result, I am opposed to this project unless and until something is done to address the noise and vibration problems that have existed for years. I cannot believe that the rail operators are serious about addressing these issues since nothing has been done to date.

Thank you for the opportunity to provide these comments.

Very truly yours,

Samuel Conti

Samuel Conti

1518\coxe.ltr

MA 4-56

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement/Report

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

(1)

COMMENTS: If a parking garage was incorporated with this building I would find it acceptable from an architectural point of view, since an electrical station cannot be other than ugly.

This would be of great help to the community and free the surrounding streets of traffic & parking congestion.

A garage would perhaps serve as a noise baffle and also for the magnetic field. A mural would be nice instead of a brick facade.

Nelu - Frank
5 Sewall St
Roxbury 02120

cell 622-4-6 Franklin St
541-0259 ph #

MA 4-57

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-93 D

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: As a home owner whose house is right next to the rail, I'm concern about vibrations from the proposed high speed train will have on the foundations.

(1)

The basement now has developed some cracks which I believe is due to the current trains. How will the DOT plan to address these issue.

Sincerely

2 Rowe Ct.
Roslindale MA 02131
617-~~[illegible]~~-325-5351

MA4-58

William S. Kuttner
21 Soley St.
Charlestown, MA 02129
(617) 241-9383 (home)
(617) 973-7132 (work)
(617) 973-8855 (fax)

December 21, 1993

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge St.
Boston, MA 02202

RE: EOEA #9134 Northeast Corridor Electrification

Dear Bill,

1 I'm writing to offer strong support for the proposed New Haven to Boston electrification project. The transportation benefits are manifold. Not only will travel mobility improve significantly helping regional economic competitiveness, but Amtrak will be able to operate more efficiently and effectively and help secure its position in the National Transportation System.

Fortunately, this project does not require balancing the value of economic benefits against environmental costs, for the project also brings significant environmental benefits. First, the improved travel mobility that will result from the project will result in a meaningful modal shift from auto to rail for trips along the Northeast Corridor, thereby reducing auto emissions. Second, electric locomotives pollute far less than diesels. In the right-of-way they pollute not at all, and when compared with the emissions of the likely electrical power source, they are still far cleaner than diesels. Finally, electric locomotives are much quieter than diesels of equivalent power.

These regional benefits are well documented. But there is also a local, neighborhood-based benefit which is important, even if it is not widely discussed. During the planning phase of the Southwest Corridor Project in Boston, I served as Moderator of the Roxbury Crossing Station Area Task Force, a citizen's advisory group with open membership working in cooperation with the various State agencies involved with the Southwest Corridor Project. Working with the Task Force I was able to observe first hand and participate in the planning process from the neighborhood perspective.

The Southwest Corridor was to be built in a boat section, portions of which were to be decked over. The criteria for federally-funded decking used by U.M.T.A. were based upon noise impacts on nearby housing. As it turned out, the decked

sections were short enough that diesels could operate with modest ventilation requirements.

The Commonwealth persuaded U.M.T.A. to fund some additional decking in order to give "critical mass" to a planned linear park. Residents living near sections still planned as open boat agitated for full decking of the Southwest Corridor. While full decking would not have been fundable, it was agreed to construct in-boat walls of sufficient strength so that decking could eventually be extended as landuse evolved in the neighborhoods. Modifying the in-boat walls involved financial investment at both the State and Federal levels.

It was understood at the time that economically completing the decking would require replacing most if not all of the diesels with electric locomotives. Consequently, completion of the proposed electrification is also a component of a long-range neighborhood development vision that was agreed upon by people in Roxbury and Jamaica Plain together with State and Federal Administrators. It was also understood at the time that electrification and decking were long-range transportation and development issues, so the fact that these public deliberations took place in the late 1970's should in no way lessen their relevance to today's regulatory process.

In conclusion, Congress and Amtrak are to be applauded for investing in the extension of electrification. This project is economically and environmentally beneficial, and has been an integral part of the region's long-term planning for some time now.

Sincerely,

William S. Kuttner

cc Mr. Glen Goulet
Volpe Center

MA4-59 Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement/Report

MA-4-59 BG

COMMENT FORM

Please fill out and hand in at the hearing or send to:

RECEIVED
JAN 24 1994
MEPA

Mr William T. Gage
Executive Office of Environmental Affairs
MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

(I)

COMMENTS: January 18, 1994 · Dear Mr. Gage: My name is Phil Toti and I live at 22 Pine Street in the Hyde Park section of Boston. I am the president of the Hyde Park Neighborhood Assoc. I am writing to tell you that I live less than 300 feet from the railroad tracks. The constant noise, vibrations, horns, and pollution from those trains has made me as well as the rest of the Association even more concerned about the quality of life in out neighborhhod.

I have received numerous calls from the residents of Hyde Park, especially those who live close to the tracks, about the negative impact these trains have on on our lives. Health is not the only issue here, I'm afraid, as property values have gone down as well. Needless to say, these residents are EXTREMELY concerned about the proposed new electrication project. The railroad had given us enough to worry about as it is without making the trains even faster! In short, The Hyde Park Neighboorhood Association must say NO to this new electrification project. AmTrack, Conrail and the MBTA have made our collective lives miserable enough as it is. The railroad companies have done nothing for the residents of Hyde Park, nothing but make their lives more dangerous, cause health problems and contribute to the already considerable problems of air and noise pollution.

Please consider our feelings in this matter. The Hyde Park residents have had enough!

Very Truly Yours,

Phillip T. Toti

Mr. Phil Toti H.P.N.A. President

MA460 Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement/Report

MA-4-60 BG

COMMENT FORM

Please fill out and hand in at the hearing or send to:

RECEIVED
JAN 24 1994
MEPA

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

1-17-94

from
Peter D. Stone
1495R Hyde Park Ave
Hyde Park Mass
02136
617-361-1309

COMMENTS: Dear Mr Gage,

(I) I have lived in Hyde Park for most of my life. I have lived in my 50 year here, hold the claiming noise such as the trains that are now operating on the railway behind my home (it's approximately 130 yards away) I have stood on winter street and at Glenwood Ave and the noise is unbearable, if you are having a conversation with someone and a train passes, you cannot hear a word. I have been in homes right to the tracks, and when a train goes by its like an earthquake. The quality of life has been reduced to just an existence in this area, not to mention the stress and devaluation of property for the homeowner.

I grew up when the old Iron steam engines passed behind my home, and somehow the were much quieter, and they seemed to pass more more frequently. I cannot belive all of the studies and noise surveys that have been done here, what a waste of Taxpayers money! All one has to do is to stand there and listen and feel what goes on to realize what's happening. I will more than happy to testify. Enough is Enough!

Peter D. Stone

MA4-61 **Northeast Corridor Improvement Project Electrification**
Draft Environmental Impact Statement/Report

MA-4-61 BG

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED
JAN 24 1994
MEPA

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

COMMENTS: (1) MISSION HILL SEEMS TO BE THE MOST INAPPROPRIATE PLACE TO LOCATE THE 1 SUBSTATION AMTRACK NEEDS IN MASSACHUSETTS:

(1) a) IT IS DENSELY POPULATED

b) PROPOSED AREA IS LOCATED NEXT TO A LOW INCOME PUBLIC HOUSING PROJECT WHICH IS POPULATED BY:

1. MOSTLY CHILDREN
2. POOR PEOPLE WHO DON'T HAVE THE OPTION TO MOVE
3. MANY DON'T UNDERSTAND ENGLISH

(2) (2) EMF STUDIES ARE INCONCLUSIVE AND THEREFORE (EMF) POSE A POTENTIALLY SERIOUS THREAT TO SOME OF OUR MOST VULNERABLE RESIDENTS, PARTICULARLY CHILDREN

(3) (3) AN UNATTENDED BUILDING IN THIS PARTICULAR AREA WOULD CONTRIBUTE TO THE CRIME IN THIS AREA

(4) LAST YEAR EDISON COULD NOT PROVIDE ADEQUATE ELECTRICITY TO MISSION HILL RESIDENTS

(5) CONSTRUCTION & DEVELOPMENT OF THE ROXBURY CROSSING AREA (ROXBURY COMMUNITY COLLEGE, BOSTON POLICE HEADQUARTERS, THE REGISTRY OF MOTOR VEHICLES ECT) WAS EXPECTED TO STIMULATE POSITIVE ECONOMIC DEVELOPMENT. THE PROPOSED SUBSTATION WOULD BE DETRIMENTAL TO THIS TREND.

(4) (6) MAPS WERE INADEQUATE & CONFUSING

(7) MISSION HILL HAD ONLY A COUPLE OF WEEKS TO CONSIDER THE IMPACT TO THE COMMUNITY

MA4-62 **Northeast Corridor Improvement Project Electrification**
Draft Environmental Impact Statement/Report

BG

MA-4-62

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit-EOEA #9134
100 Cambridge Street
Boston, MA 02202

(1)

COMMENTS: The electric station should not be put on Tremont St Boston. This area is highly populated. Schools, projects and houses. If one has to be built, it should only be a sub station. Everything seems to be too uncertain as to the effects. I don't want to hear 10 years down the road that it should never have been built. It should be stopped right now.

Mary Lambert
9 Wigglesworth St
Boston Ma 02120

RECEIVED
JAN 21 1994
MEPA

MA4-63

Elizabeth Houghton
865 Central Ave. C-405
Needham, MA 02192
449-4646

December 8, 1993

MA-4-[redacted]63

Secretary Trudy Coxe
Executive Office of Environmental Affairs
100 Cambridge Street, Boston, MA 02202

M.E.P.A. Unit #9134
attention: William Gage

Dear Secretary Coxe:-

Since the N.E.C.I.P. DEIS/R seems to leave unanswered many questions previously asked for E.I.F. review, I am enclosing a copy of my August 29, 1992, comments, with a few additions. These will concentrate on the Jewel Necklace of Amtrak's main line from Boston to New York, with particular emphasis on the stretch from Readville (Stop & Shop Warehouse) along the 4-Track R.O.W. through a vulnerable (A.C.E.C.-designated) section in Dedham, bordering Westwood's heavily built-up area, and again abutting wetlands and well-site areas in Canton, ACEC.

(1)

Item I — USGS map, requesting, again, that Dedham/Westwood Water Dept. Well be entered on all future NECIP maps & charts.

(2)

Location marked by ★

Item II — The Dedham Section (Readville to #128) is in flood plain area, as in 1955 and 1968. See photo of tracks and floods in 1955. (Trains halted for several days.) Flood plain capacity must be maintained.

Item III — Copy of EIF letter re #9134:

Response is needed to plans for 4-track R.O.W.

2 tracks used at present, + 1 roadway, on track 2 now East. Apart from providing track access at present, this gives access when fires break out in the adjacent Neponset River marshes, all too often, and, if not controlled quickly, have resulted in closing both rail traffic, and Highway traffic or

2.

Wm. Gage #9134
12-8-1993

(3)

in III cont) Route 128.

#4 What are track plans in this area? Can N.E.C.I.P. plans be fitted onto present R.O.W.? 2 of 3 tracks (which could be expected) are advisable, and two have to be further apart than at present, to allow for SWAY of high-speed Trains, can 0 maintenance/preprotection road, plus Catenary also be encompassed by the present R.O.W.?

Land Use problems. Currently 10 plans (MHD, DWWD, NNVRS, Station Park, new bridges) converge at the junction of #128, I-95, I-93, and the NECIP R.O.W.

(4) →

Little sharing of Federal, State and Local authorities' plans is in evidence. JRTC, and some others, are hoping for overall cooperation and balanced decision making at this over-stressed location. See circle on USGS '85 enclosed.

More information will gladly be supplied regarding any of these matters. Many questions remain to be answered.

With Best wishes

Elizabeth S. Houghton

MA4.64

RECEIVED

Dear Sirs:

(1) I was at the English High School hearing on electrification + I can't believe Ira Levy is such a rude unprofessional bully.

I left that hearing utterly disgusted to the point of vomiting by the behavior of Levy + Mr. Goulet. These people could not survive in the real world. They are rude, uninformed unprofessional leechs with no idea at all of public service.

Their behavior is ecactly what makes people totally mistrust the government.

I will never understand how my tax dollars can be wasted on these smug contemptuous no-nothings.

A disgusted Roslindale resident

MA4.65

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

(1) COMMENTS:

As a mother of a 5yr old child at Sacred Heart, I am extremely concerned over the Amtrak proposal to build an overhead electrical system near a residential area and a school district. There have been proven studies to link these fields to ↑ cancer rates in young children. I feel that to let this project happen would condemn many children to possibility of unhealthy futures. As to the increase in noise level, this would be detrimental to the students learning and may affect their hearing in later years.

As a registered Nurse I know there is an increase in cancers in children over the past fifty years - a great percentage attributed to toxicity in the land and air. I do not want my child or any other children subjected to these factors and I will fight any threat to them now and in the future.

Sincerely
Joan M Carroll
Sacred Heart School
Canterbury St
Roslindale Ma

MA 4-66

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Messrs. Goulet and Gage:

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In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

1

✓ - Increased rail noise;

✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

✓ - Safety problems resulting from unrestricted access to the rail line by children and animals;

✓ - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

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✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2

1) Aesthetically-pleasing noise barriers are installed the full length of Dale Village property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Delia Reddick

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-67

CLIFFMONT ESTATES

Mark K. Cooten
Robin L. Cooten
69A Grew Avenue
Roslindale, MA 02131

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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(Check off accordingly)

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✓ - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do <u>not</u> oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

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Sincerely,

Mark K. Cooten

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA 4-68

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-77

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS:

Mr Goulet,

I live in Roslindale and my back yard fence abuts a hill that leads down to the railroad tracks at Cummins Highway.

My concerns have to do with a question of whether there will be a significant increase (1) in the noise and vibration levels. What happens if there is enough of an increase in vibrations to damage the foundation of my house?

(2) I am also concerned what the change to running trains at 150 mph will do to the property value of my house. I did not see this addressed.

I think the dissemination of information has been very poor, even though it was supposedly done to federal guidelines. I do not read the federal register and I do not have time to scour the newspapers every day for announcements. People who live on the line and would therefore be most affected, should have received a mailing about what is going on. I would not have known anything if Joe Heisler had not taken the initiative to inform the neighborhood.

I do think it would be good to eliminate the use of diesel trains and it would be nicer to be able to travel to NY in less time (since I always travel to NY by train), but there should be an effort to win the cooperation of the neighborhoods.

Sincerely,

Julie Satterfield
2 Rowe Court
Roslindale, MA 02131-4310
325-5351

MA4·69

CLIFFMONT ESTATES

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

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✓ - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

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We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

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Sincerely,

John Maloney

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue 77-B
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA 4-70

CLIFFMONT ESTATES

November 24, 1993

RECEIVED NOV 1143

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Mark A. Deulin
97-B Grew Ave
Boston MA 02131

Mark A. Deulin

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4.71

CLIFFMONT ESTATES

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Katherine J Maldon

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-72

CLIFFMONT ESTATES

November 24, 1993

R 12/1/93 D
JMM

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

John & Louise Pappas

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

As the parents of 2 small children, we are very strongly opposed to this proposal.

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-73

CLIFFMONT ESTATES

November 24, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4.74

CLIFFMONT ESTATES

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED
gam

Roy D. Rivers
20 Sayan ST.
Box 135 Lower Bldg.
Waltham, MA 02154

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Roy D. Rivers Jr.

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4.75

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Ruby M. Harris

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr
Honorable Ed Kennedy
Honorable John Kerry

MA4 76

Dale Village

November 24, 1993

RECEIVED NOV 29

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4·77

Dale Village

November 24, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Joanne Elliott

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-78

Dale Village

November 24, 1993

RECEIVED

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-79

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 11/30/93 gm

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Paul Quaglia

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-80

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Myron Pucciarelli

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-81

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RECEIVED 1993 pm

Barbara Carter
Long Bay Management Co.
P.O. Box 443
Boston, MA 02197

RE: Northeast Corridor Electrification Project

Dear Mssrs. Goulet and Gage:

I was unable to attend the public hearing held by the Federal Railroad Administration (FRA) in Jamaica Plain on Tuesday, November 16th. However, I would like to take this opportunity to voice my concerns regarding the proposed electrification project along the Northeast Corridor that is being offered by Amtrak.

As I am a direct abutter to the corridor, I am very concerned because I did not receive direct notice from your offices regarding the project. For that reason, I believe the FRA and the Commonwealth of Massachusetts should, at a minimum, extend the comment period on the draft Environmental Impact Statement/Report.

In addition, I object to the following conditions this project would unfairly impose on my neighbors and me.

(Check off accordingly)

(1) X - Increased rail noise;

X - Increased vibrations resulting from an increase in the number of trains and an increase in speed;

__ - Safety problems resulting from unrestricted access to the rail line by children and animals;

X - Potential health risks posed by Electro Magnetic Fields emitted by high-voltage power lines running adjacent to our property (30 feet);

Y - Danger from train derailments the result of increased train speed, and poor maintenance and lax operational standards by Amtrak;

X - Decreased property values and community disinvestment resulting from increased noise, vibration and health risks.

We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

(2) 1) Aesthetically-pleasing noise barriers are installed the full length of Dale Village property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Barbara J. Carter

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-82

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Julio Cordero - Avila

Julio Cordero-Avila
25 Harrison Street, 18-F
Roslindale, MA 02131

Julio Cordero-Avila
25 Harrison Street, 18-F
Roslindale, MA 02131

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-83

Dale Village

November 24, 1993

RECEIVED 12-1-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4.84

Dale Village

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12-8-93

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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Sincerely,

Neil M Laylin

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4·85

Dale Village

November 24, 1993

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

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Sincerely,

Edwina Mafaufili

Unit Owner or Resident
Dale Village Condominium
Harrison, Marion and Florence Streets
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-86

CLIFFMONT ESTATES

November 24, 1993

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED 12/1/93

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street
Boston, MA 02108

RE: Northeast Corridor Electrification Project

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(Check off accordingly)

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We do not oppose high speed rail. However, we do oppose the Northeast Corridor Electrification Project unless;

2

1) Aesthetically-pleasing noise barriers are installed the full length of Cliffmont Condominiums' property; 2) Vibration stabilizers and other means of mitigation are installed to reduce vibration and cracking of walls and foundations in our homes; 3) Access to the corridor is secured and policed to eliminate possible injury to children and animals; 4) A national study on the effects of exposure to EMF's is conducted and proves conclusively that they are not a danger to people, especially children; 5) New regulations and standards are created to better regulate rail operations, with strong enforcement and stiff penalties for violators; and 6) Property owners abutting the tracks are compensated for any loss in property value as a result of the electrification project.

Sincerely,

Kathleen M + Gerald T. O'Brien

Unit Owner or Resident
Cliffmont Condominium
Grew Avenue, 95B
Roslindale, MA 02131

cc: Governor William Weld
Mayor Thomas Menino
Honorable Frank R. Wolf
Honorable John Joseph Moakley
Honorable Robert Carr

MA4-87

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 7-28-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

72-1

COMMENTS: As a home owner whose house is right next to the rail, I'm concern about vibration from the proposed high speed train will have on the foundations.

(1)

The basement now has developed some cracks which I believe is due to the current trains. How will the DOT plan to address these issues.

71-1

Sincerely

2 Rowe Ct.
Roslindale MA 02131
617-[redacted]-325-5351

MC2-1

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION I

J.F. KENNEDY FEDERAL BUILDING, BOSTON, MASSACHUSETTS 02203-2211

NOV 30 1993

RECEIVED 12/1/93 gpm

Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

re: Draft Environmental Impact Statement - Proposed Electrification of Northeast Corridor Main Line between New Haven, CT and Boston, MA

Dear Mr. Goulet:

The Environmental Protection Agency, in accordance with its responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act has reviewed the Draft Environmental Impact Statement (DEIS) for the proposed electrification of the Northeast Corridor rail main line between New Haven, CT and Boston, MA.

According to the DEIS, the proposed project is part of an ongoing comprehensive program to improve intercity rail passenger service between Washington, D.C., through New York City, N.Y to Boston, MA. The focus of this project is to reduce intercity travel time between New York City and Boston by increasing rail travel efficiency in the Northeast Corridor (NEC) through the proposed extension of the electrification of rail service between New Haven and Boston.

Based on our review of the DEIS, we believe that the proposed project has the potential to improve regional air quality and we support the proposal to electrify the NEC from New Haven to Boston. We have also assessed the proposal for impacts to the other environmental resources within EPA's jurisdiction and expertise and concluded that the project would not result in significant adverse impacts or contribute to degradation of these resources. We have rated this project "Lack of Objections - Adequate" (LO-1). Please refer to the enclosure to this letter for a full explanation of this rating. Our specific comments on the proposed project follow.

Air Quality

The overall methodology used [MOBILE5a for mesoscale analysis and mobile emission factors, and CAL3QHC for microscale analysis] is consistent with EPA's general requirements for assessing air quality impacts. However, additional documentation is required to enable us to complete a thorough air quality impact analysis.

1 The DEIS (Volume III: Technical Studies), does not include the necessary technical support documentation for an independent evaluation of the air quality modeling. EPA recommends a Technical Support Appendix be prepared that, at a minimum, includes the assumptions and parameters contained in each of the three state coordinated MOBILE5a input files (EPA's current emission factor model) and a discussion of the methodology used to adjust the eight-hour and one-hour carbon monoxide background concentrations for the 2010 design year.

The Air Quality Technical appendix should be distributed to EPA and the state air quality agencies (Connecticut Department of Environmental Protection - Bureau of Air Management, Rhode Island Department of Environmental Management - Division of Air and Hazardous Materials, and Massachusetts Department of Environmental Protection - Division of Air Quality Control), with copies also available for public review. To facilitate our review of this information we request that DOT provide us with a copy of the technical air quality documentation prior to the release of the Final NEC Improvement Project EIS.

The mesoscale emission burden (project-wide) demonstrates that the proposed project is better than the no-project scenario in terms of providing beneficial air quality impacts in that the proposed project will reduce the precursors of ozone in the project corridor through a 7% reduction of volatile organic compounds and a 13% reduction of nitrogen oxides in 2010. The proposed electrification project will also reduce carbon monoxide by 4% in the year 2010 when compared to a no-build scenario.

On a microscale level (intersection or hot spot analysis) the proposed project demonstrates a slight increase in future carbon monoxide emission at the stations and parking lots due to increased ridership. However, no violations of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide are predicted for the future design year 2010. While microscale carbon monoxide analyses for 1992 showed modeled violations of the eight-hour NAAQS for carbon monoxide at the intersection of University Avenue and Blue Hill Drive in Boston, Massachusetts, no violations were observed in these locations. In addition, the 2010 project and 2010 no-project scenario indicate a decrease in carbon monoxide concentration at the University Avenue/Blue Hill Drive location and show carbon monoxide concentrations within the eight-hour NAAQS. Since carbon monoxide concentrations within ten percent of the eight-hour or one-hour NAAQS are not predicted, no further mitigation measures need be evaluated at this time.

SAVE IT!

Pollution Prevention

EPA Region 1 has established as part of our agency vision a commitment to pollution prevention. Pollution prevention is the use of processes, practices or products that avoid, reduce or eliminate the generation of pollutants and wastes or that protect natural resources through conservation or more efficient use.

EPA, in keeping with this commitment to pollution prevention, has undertaken a program to encourage the installation of energy-efficient lighting technologies. This program, called Green Lights, facilitates the use of technologies which can dramatically reduce energy consumption. Green Lights will produce multiple national benefits by addressing critical issues of energy-efficiency and pollution prevention. Besides resulting in lowered cost for electricity, Green Lights will reduce air pollution caused by electricity generation.

2 EPA recommends implementing a Green Lights program as part of the NEC electrification project. We believe installation of this advanced lighting technology in the railroad stations, parking lots, and maintenance facilities will result in savings in electricity costs as well as continue the pollution prevention contribution being made by the electrification of this rail line.
3 Additionally, EPA encourages DOT to identify and incorporate into this project any other suitable pollution prevention measures.

Environmental Justice

EPA is committed to promoting and supporting equitable environmental protection regardless of race, ethnicity, economic status, or community. This focus is to assure that no segment of the population bears a disproportionate share of the consequences of environmental pollution.

The DEIS states that the facilities associated with the proposed project (substations, switching and paralleling stations) will not have a disproportionate adverse effect on minority populations.
4 EPA encourages DOT to further evaluate whether other environmental impacts from the proposed project, including noise, vibration, and electromagnetic fields (EMF) will affect one section of the population in an unbalanced manner.

Thank you for the opportunity to comment on this proposed project. If you have any questions regarding our comments, please contact me at 617/565-3422.

Sincerely,

Elizabeth Higgins Congram

Elizabeth Higgins Congram
Assistant Director
Environmental Review

SUMMARY OF RATING DEFINITIONS AND FOLLOW-UP ACTION

Environmental Impact of the Action

LO--Lack of Objections
The EPA review has not identified any potential impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate
EPA believes that draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information
The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

MC 2-2

Federal Emergency Management Agency
Region I
J.W. McCormack Post Office and Courthouse Building
Boston, Massachusetts 02109

RECEIVED

November 24, 1993

Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

We are responding to your October 4, 1993 request for comments on the *Notice of Intent to File a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/R)* for Amtrak's proposed electrification of the Northeast Corridor (NEC) main line between Union Station in New Haven, Connecticut and South Station in Boston, Massachusetts.

Since parts of this work are proposed in Special Flood Hazard Areas (SFHAs) designated in affected communities' Flood Insurance Rate Maps (FIRM), the work is subject to the provisions of Executive Order 11988 and the minimum requirements of the National Flood Insurance Program (NFIP). The minimum requirements of the NFIP are in place to protect both lives and property from the potential dangers of flooding. Proper enforcement of these requirements will, over a period of time, reduce the burden on the taxpayer for flood relief payments. Compliance with these requirements is both mandated by law and in the interest of every flood-prone property owner.

We were very pleased to see that the DEIS/R addressed many of the floodplain management issues relating to impact assessments (substations, switching stations and paralleling stations) and mitigative measures (Executive Order 11988, eight-step process, elevating, flood proofing and compensatory storage). However, it is our feeling that the DEIS/R needs a more in-depth analysis of the following:

(1) 1. It appears that the Stonington Paralleling Station is proposed to be constructed in "Zone V10 (el 14)." By placing the paralleling station in this zone, the station is susceptible to not only flooding but the impact of wave-action from the 100-year event. It is our recommendation that the paralleling station be removed from the "Zone V" and the site be relocated outside of a designated flood hazard area, unless it is shown that there are no practicable alternatives to locating the station at that site.

(2) 2. The Richmond Switching Station is proposed to be constructed in "Zone A." In Zone A, NFIP regulations Section 60.3(b)(3) state that the community shall:

> "Require that all . . . proposed development . . . greater than . . . 5 acres . . . include within such proposals base flood elevation data."

(3) 3. As noted in the DEIS/R, bridge reconstruction may occur at sites within the project boundaries. If such occurs, the DOT should determine the impact of such reconstruction and its effect on the affected regulatory floodways. Paragraph (d)(3) of NFIP Section 60.3 states that the community shall:

> (3) Prohibit encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.

Consequently, the DOT would have to show that the "no-rise" criteria of 60.3(d)(3) would be met for the proposed project within the floodway. If the DOT could not satisfactorily demonstrate that the proposed project will not result in <u>any</u> rise in base flood level, the applicant may ask the affected community to appeal to the Federal Insurance Administrator through a process outlined in NFIP regulations Section 65.12. Otherwise, the proposed project would not be permitted under the regulations of the NFIP. Under the section 65.12 process, this office will require hydraulic studies using the original computer model used in the affected community Flood Insurance Study to determine the impact of the proposed project and to revise that study.

Should you have any questions regarding specific recommendations and requests made in this letter, please contact Mr. Gregory Ormsby or Mr. David Knowles of this office at (617) 223-9561. Thank you for your continued support of the National Flood Insurance Program.

Sincerely,

Kevin M. Mack
for Albert A. Gammal, Jr., Chief
Natural & Technological Hazards Division

cc: Robert J. DeSista, USACOE

MC 2-3

Rcvd by Fra on 1/21/94

U.S. Department of Transportation
United States Coast Guard

Commander
First Coast Guard District

Building 135A, Governors Island
New York, NY 10004-5073
Staff Symbol: (obr)
Phone: 212-668-7994

16590

21 Jan 1994

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

RECEIVED 1/25/94

AFTER DUE DATE

Re: Draft Environmental Impact Statement/Report Vol I (DEIS/R) for the proposed electrification of the Northeast Corridor (NEC) main line between New Haven, CT, and Boston, MA

Dear Mr. Goulet:

We reviewed the document associated with the above referenced DEIS/R. Based on the information presented regarding the proposed electrification to the National Railroad Passenger Corporation's (AMTRAK) along the Northeast Corridor (NEC), we want to identify potential impacts, if implemented, to navigation, including commercial, recreational and the governmental vessels. The items of concern are as follows:

a. General Drawbridge Operations - AMTRAK, owns and operates five railroad bridges spanning the following navigable waterways in Connecticut: 1) Connecticut River; 2) Niantic River; 3) Shaws Cove ; 4) Thames River and 5) Mystic River on this section of the NEC. Between New York and New Haven, AMTRAK and METRO-NORTH operate an additional six moveable railroad bridges over Hutchinson, Mianus, Pequonnock, Saugatuck, Norwalk and Housatonic Rivers. All of these bridges are critical to the intermodal corridors that they serve. Each of the railroad bridges have various drawbridge regulations, which affect the operation of recreational and commercial vessels (see encl 1). Historically, railroad drawbridge owners, such as AMTRAK, have changed the train schedules without considering the impacts to marine traffic. Commercial and recreational users of the waterway have complained to the Coast Guard regarding numerous and unreasonable delays in obtaining bridge openings. The proposed electrification and increase in passenger train service frequency will adversely impact marine traffic unless provisions are made to minimize intermodal conflicts between vessels and railroad operations. 1

b. Bridge Type and Design - For various reasons the railroads originally elected to build moveable in lieu of high level fixed bridges along the NEC. In doing this, they acknowledged and accepted the responsibility to provide, fully, for the reasonable needs of marine navigation. The Coast Guard regulations, when no special regulation exists, require the drawbridges to "open promptly on demand" whenever a vessel signals or requests an opening and a train is not "in the block" which necessitates the bridge being closed to vessel traffic. Only marine traffic with a height greater than that which the bridge provides are effected. However, this also means that a train due to cross the bridge in the opposite direction should be held if a vessel transit would be delayed. Thus, the electrification and increased passenger train speeds have the potential to lengthen the distance between home signals, the blocks, and the time period when the railroad and FRA would desire to maintain the bridge in the down position. Substantial improvements are needed to the communications and signal systems should help minimize this problem.

c. Train Operation - Today, train operations do not take into account the needs and rights of marine traffic. The schedules are developed considering only rail issues without accounting for the operating time of drawbridges. Similarly, when upgrading and designing the operating cycle of drawbridges the cost often overrides the issues or need for rapid and reliable operation. Thus, forgetting that the drawbridge are one of the most critical and vulnerable elements in the system to achieving enhanced and consistent on time performance for the railroad. Today, wind down clocks with 5-7 minute cycle times are tied into the circuit to compensate for inadequate signal and communication system. Frequently, when mariners request an opening they are told in a couple of minutes after the scheduled train has crossed the bridge and the opening will be granted. Twenty minutes or more later the mariners are still asking the drawtender where is that train. Again emphasizing a need for accurate and reliable information of where trains are at all times. Wind down clocks should be eliminated and the bridges with significant marine traffic should be left in the open position and closed only when a train is going to eminently cross the bridge.

d. Train Scheduling - Current train scheduling methods have contributed to unreasonable and unnecessary bridge closures due to train operations. It is recognized that morning and evening rush hours create a need for increased train and highway traffic in a relatively narrow time frame. However, by enhanced communications, continuous tracking of train locations, and implementation of collision avoidance systems in the engine cab, train headways can be decreased, adequate windows can be established to pass vessels even during rush hours and the length of rush hours can be reduced. It is recognized that the problem is complicated by the variable time it takes to load and off load passengers at the stations, the number of stops to be made and how many other railroad operations like METRO-NORTH, CONRAIL etc. have to be taken into account. Nevertheless, if the windows are established and the planners are forced to account for them a workable system can be achieved. The reliability of the drawbridge like the weather will always be an unknown. But, good preventive maintenance and backup systems will minimize these concerns.

e. Marine Operation - Depending on the specific waterway, marine operating capabilities and alternatives vary. On some waterways, transits are limited to mid and high tide situations. On other waterways, marine traffic can transit under all stages of the tide. In other instances mariners have to take into

account the direction and velocity of the wind and current. Unfortunately, all of these factors vary on a daily basis. But, in all cases it is important to recognize that a waiting vessel can not simply stop in one place and wait for some unknown amount of time the way a train or car can.

f. Economic Impact Assessment - Various marine interests have indicated to the Coast Guard that they believe the proposal will be detrimental to the marine community and the numerous small business that support that activity. These concerns have raised different issues from being contrary to Coastal Zone Management Initiatives to foster marine activities in the Coastal Zone to impacting existing small businesses and the rights of the public to enjoy water related activities. With the proposed increase to over 50 train a day and a conceived opinion of a train every 18-20 minutes, the access through passage would be adversely affected. It also appears that the document does not provide evidence of any research or study performed to determine the economic impact of the electrification proposal on commercial marine facilities in Connecticut. For example, the Connecticut and Thames Rivers have substantial commercial traffic. In the summer, over 200 recreational boats per hour pass under the Connecticut River Railroad and I-95 (Baldwin) Bridges. Other facilities, such as the submarine base in Groton, could also be negatively affected by the increase in trains. Limiting access through the Mystic Railroad Bridge would adversely affect the economics of the area during the tourist season.

2 Based upon all the above concerns it is suggested that a series of meetings be scheduled to explore these concerns and develop viable solutions and procedures that can be addressed in the FEIS and implemented during both the construction and operational stages. It is also requested that the AMTRAK and FRA utilize existing computer programs to analysis and optimize various train schedule alternatives and solutions before these meetings.

3 I am willing to also investigate and consider drawbridge regulation changes that do not unreasonably interfere with marine needs where deemed necessary and appropriate to facilitate intermodal transportation. Additionally, I must advise you that 4 based upon the configuration changes made to the fixed and moveable bridge structures, bridge permit application may be required. The data supplied, to date, is inadequate to evaluate this issue.

Provisions should be studied and addressed to decrease the impacts to marine interests and efforts should be made to take 5 comments from the marine public whenever a change in train scheduling is proposed.

Sincerely,

W. C. Heming
Bridge Administrator
First Coast Guard District
By direction of the District Commander

Encl: (1) Drawbridge regulations-Connecticut

MC 2-4

DEPARTMENT OF THE ARMY
MILITARY TRAFFIC MANAGEMENT COMMAND
TRANSPORTATION ENGINEERING AGENCY
720 THIMBLE SHOALS BOULEVARD, SUITE 130
NEWPORT NEWS, VIRGINIA 23606-2574

REPLY TO ATTENTION OF

January 20, 1994

RECEIVED 1/27/93 gpm

Office of Special Assistant
for Transportation Engineering

Mr. Glenn Goulet, DTS-72
U.S. Department of Transportation
RSPA Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142-1093

Dear Mr. Goulet:

This is in regards to the Northeast Corridor Improvement Project Electrification (NCIPE) and the rail line clearance needs of two defense installations. Our letter to your office dated November 18, 1991, concerned the scope of the project and the Department of Defense (DOD) rail line clearance profile. The following comments concern the NCIPE draft Environmental Impact Statement/Report (EIS/R) dated September 1993, and are submitted on behalf of the DOD.

Base realignments and closures and other factors result in the following defense requirements for rail service over the Corridor from New Haven, Connecticut, to Boston, Massachusetts. The Naval Submarine Base (NSB), New London/Groton, Connecticut, requires rail service to support shipment and receipt of large pressure vessels measuring 12 feet 7 inches wide and 16 feet 9 inches high Above Top of Rail (ATR). These vessels are required for the construction of nuclear powered submarines. Based on previous shipping information, the vessels move over the 52 mile portion of the Corridor between New Haven and Groton, Connecticut (encl 1). Shipments of pressure vessels will continue beyond the year 1999. Camp Edwards, Massachusetts, requires rail service over the 7 mile portion of the Corridor between Attleboro and Mansfield, Massachusetts (encl 2). The maximum dimensions of the installation's anticipated shipments are 12 feet 0 inches wide and the existing rail line clearance available of 15 feet 9 inches ATR.

1 We request that these rail line clearances be preserved over the respective designated defense portions of the Corridor. We also request that these DOD requirements be addressed in the EIS/R. The MTMC point of contact is Mr. Robert S. Korpanty, P.E., at (804) 599-1163. Your consideration and efforts on behalf of national defense are appreciated.

Encls

for Henry M. Bennett
T. D. Collinsworth
Special Assistant for
Transportation Engineering

MC 2-5

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM, MASSACHUSETTS 02254-9149

REPLY TO ATTENTION OF

January 5, 1994

Planning Directorate
Impact Analysis Division

RECEIVED 1/7/94 gm

Mr. Glenn Goulet, DTS-72
U.S. DOT/RSPA
Volpe National Transportation System Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142

Dear Mr. Goulet:

The U.S. Army Corps of Engineers has reviewed the Draft Environmental Impact Statement/Report for the Northeast Corridor Improvement Project Electrification - New Haven, CT to Boston, MA. We have the following comments.

1 According to 40 CFR 1502.14 the alternatives section should present the environmental impacts of the alternatives in comparative form and rigorously explore and evaluate alternatives. The format recommended in 40 CFR 1502.10 is to be followed unless the agency has a compelling reason to do otherwise. The compelling reason should be stated in EIS/R. In addition, it may be appropriate to discuss alternatives to the sites selected for electrification facilities or describe the reasons for their selection.

2 Where appropriate, the EIS should indicate those measures to minimize impacts that "will be implemented" rather than "could be implemented". For instance, in Section ES.5.2.9, paragraph 1, "Scheduling the work in the Connecticut River to avoid the breeding season could reduce the effects on wildlife in the river" would indicate a stronger commitment if it were changed to, "Work in the Connecticut River will be scheduled to avoid the breeding season to reduce the effects on wildlife in the river where appropriate."

Some of the proposed work involves activities in the waters and wetlands of the United States. Any discharge of dredged or fill material, either permanent or temporary, into waters will require permits under Section 404 of the Clean Water Act. We suggest you continue to coordinate with our Regulatory Division concerning requirements applicable to your project. They will provide specific comments by a separate letter concerning compliance with Section 404 and Section 10 of the Rivers and Harbors Act.

If you have any questions concerning these comments, please contact Mr. Larry Oliver of my staff at (617) 647-8347.

Sincerely,

Joseph L. Ignazio
Director of Planning

MC 2-6

U.S. Department of Transportation
Federal Aviation Administration

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

January 20, 1994

RECEIVED 1/24/94 DPM

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142

Dear Mr. Goulet:

Thank you for sending us a copy of the Draft Environmental Impact Statement (DEIS) for the Northeast Corridor Improvement Project-Electrification, New Haven, CT - Boston, MA. We have reviewed the document and have the following comments:

1 The DIES states that the proposed action could result in rail becoming the preferential transportation mode between Boston and New York. To the extent that this reduces shuttle flight operations at Boston-Logan International Airport, it would have a beneficial impact since the airport operates at or close to capacity during many hours of the day. Thus, we support the project. We suggest that the noise or transportation sections of the study, where train noise is evaluated, take credit for the decrease in the aircraft noise environment. Given the number of shuttle flights, this could be significant.

2 Section 5.6, FEDERAL AND STATE ENVIRONMENTAL PERMITS REQUIRED, should be revised to acknowledge Federal Aviation Regulation, Part 77: Notice of Proposed Construction or Alteration. FAA evaluates the impact of proposed structures on aviation. The catenary structures associated with electrification may act as obstructions to several airports in close proximity to the route. The DEIS notes, for example (Table B-3), the proximity of Groton-New London Airport.

Sincerely,

John C. Silva
Manager, Environmental Programs

cc: William Gage, Massachusetts Executive Office of Environmental Affairs

MC 2-7

FREDERIC R. HARRIS
MAR 21 1994
JOB NO.

BLACKSTONE RIVER VALLEY

L7621

March 16, 1994

Daniel, Mann, Johnson and Mendenhall/
Frederic R. Harris, Inc.
66 Long Wharf
Boston, MA 02110

RE: Northeast Corridor Improvement Project
Electrification - New Haven, CT to Boston, MA
Draft Environmental Impact Statement/Report

Project Proponent:

Thank you for the opportunity to comment on the above-referenced project as it relates to the resources of the Blackstone River Valley National Heritage Corridor.

The U.S. Congress established the Blackstone Heritage Corridor and Commission in 1986 to "preserve and interpret the unique and significant contributions to our national heritage of historic and cultural lands, waterways and structures within the Blackstone River Valley." More specifically, Section 9 of our law PL 99-647, authorizes the Commission to review federally funded or regulated projects for consistency with Corridor goals and objectives. The Northeast Corridor Improvement Project is within portions of the National Heritage Corridor, namely the cities of Central Falls, Pawtucket and a section of Providence, RI.

1 We have reviewed the proposed improvements and the anticipated impact to resources, both cultural and natural. Staff generally agrees with the findings of the report: with the exception of the Blackstone River Railroad Bridge in Pawtucket and the Central Street Pedestrian Viaduct in Central Falls, other resources do not seem likely to be adversely affected. We would request involvement in the on-going review of these historic features as mitigation measures are discussed. Although it does not appear that portions of the Blackstone Canal will be impacted by the proposed work, we would request that the Commission be notified if resources relating to the canal are later identified.

As a point of information, the Corridor's Cultural Heritage and Land Management Plan is included as an element of the Rhode Island State Guide Plan, one of the sources cited in the DEIR.

If you have any questions or comments, please contact Nancy L. Brittain, Community Planner in our office. The Commission's new address and phone number are as follows:

One Depot Square
Woonsocket, Rhode Island 02895
(401) 762-0250

Sincerely,

James R. Pepper
Executive Director

cc: Project Manager, U.S. Department of Transportation
Richard Greenwood, RI Historic Preservation Commission
Michael Cassidy, Pawtucket Planning Director
Central Falls Planning Director

National Railroad Passenger Corporation, 455 Boston Post Road, Box 11, Old Saybrook, CT 06475

Amtrak

December 1, 1993

RECEIVED 12/3/93

Mr. Glen Goulet
US DOT/RSPA
Volpe National Transportation
Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

Enclosed please find Amtrak's comments on the Draft Environmental Impact Statement/Report regarding electrification of the Northeast Corridor between New Haven and Boston.

Please let me know if you have any questions regarding Amtrak's comments.

Sincerely,

David J. Carol
NECIP Project Director
Government Affairs

cc: Mr. William Gage
Mr. Mark Yachmetz

MC 3-1

COMMENTS OF THE

NATIONAL RAILROAD PASSENGER CORPORATION

ON THE

DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT

NORTHEAST CORRIDOR IMPROVEMENT PROJECT ELECTRIFICATION

NEW HAVEN, CT, TO BOSTON, MA

December 1, 1993

COMMENTS OF THE
NATIONAL RAILROAD PASSENGER CORPORATION

DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT
NORTHEAST CORRIDOR IMPROVEMENT PROJECT
ELECTRIFICATION -- NEW HAVEN, CT TO BOSTON, MA

The National Railroad Passenger Corporation, better known as Amtrak, respectfully submits these comments on the Draft Environmental Impact Statement (DEIS) regarding the electrification of the New Haven-Boston segment of the Northeast Corridor.

Amtrak applauds the efforts of the Federal Railroad Administration, the Volpe National Transportation Systems Center, and the Frederick R. Harris/DMJM partnership in completing the numerous comprehensive studies included in the DEIS. The DEIS is thorough in its consideration of the environmental impacts of the proposed electrification and addresses all of the major concerns raised during the scoping phase of the project.

In planning for high-speed service on the Northeast Corridor, enormous effort has gone towards minimizing adverse environmental impacts. Between New York and Boston, this has resulted in a proposal to remain on the existing rail line -- thereby eliminating the enormous adverse impacts and opposition from building a new rail line -- and to design an electrification system that minimizes adverse impacts relating to aesthetics, electrical facilities and electromagnetic fields. Amtrak has proposed an electrification system that employs a low profile, simple catenary design based on the French TGV electrification system. It requires only four electrical substations and uses a design (called a 2 X 25 kV system) that significantly reduces the electromagnetic fields generated by electric train operations.

The DEIS confirms the advisability of this approach. While it identifies a number of adverse impacts resulting from the project, Amtrak believes that these impacts can be mitigated in a way that addresses the underlying concerns of those living or working near the rail line. Importantly, the DEIS also identifies significant transportation and air quality benefits that will result from faster, electric passenger train operations along this portion of the Northeast Corridor.

Amtrak is committed to making its high-speed rail improvement project a model for the nation for the incremental upgrade of existing rail lines. We recognize the enormous importance of addressing the environmental, health and safety concerns -- both real and perceived -- raised by state and local officials and by local residents and intend, through our actions, to demonstrate the substantial benefits that high-speed rail can provide to the nation. We have worked and will continue to work closely with local officials on bridge projects, traffic coordination during construction, location of facilities, and minimizing the impact of the project on the community. Coordination with state historic preservation offices, as identified in the DEIS, will be an important step in this effort. Amtrak intends to demonstrate its ability to be a "good neighbor" and has made considerable strides already in that direction.

Amtrak would like to offer a number of comments regarding issues raised in the DEIS and respectfully requests that these comments be reflected in the Final Environmental Impact Statement.

1. Train Operations Noise and Vibration

The DEIS identifies the potential for noise and vibration in excess of applicable standards in a number of locations along the rail line. It suggests several possible approaches to mitigate the excessive noise, including construction of noise barriers and improving train wheel maintenance. Mitigation of the excessive vibrationis proposed primarily through installation of ballast mats under the existing rail bed.

In analyzing this and other issues, the DEIS essentially treats as a single focus what Amtrak believes really are two separate issues: electrification of the rail line and increased train service. It is important to recognize that electrification does not in and of itself result in a need for additional service between New York and Boston. Faster travel time facilitated by electrification will increase demand for rail passenger service. Nonetheless, Amtrak's actual requirement for and ability to operate additional trains will depend on market conditions and equipment availability five to 15 years from now. While we project a service program of 26 daily round trip trains by the year 2010, it remains unclear when this service level will be achieved. Excess noise may or may not remain an issue at that time.

Mitigation of impacts from construction and operation of the electrification system (e.g., avoiding construction in wetlands; addressing historic preservation concerns, etc.) must be undertaken at the time of construction. This is not the case, however, with mitigation intended to address potential future problems resulting primarily from increased train service. Amtrak submits that it is more appropriate to address these types of problems if and when they arise rather than to commit significant financial resources now to solve problems that may never materialize.

For example, the DEIS found that existing noise exceeded applicable stabdards only at 47 residences in one area in Rhode Island. However, based on the projected operation of 26 round

trip trains by the year 2010, the DEIS identifies a potential need for some 22 miles of sound barriers and 12.5 miles of ballast mats to address potential noise and vibration resulting primarily from the increased train service. Importantly, projected noise levels were found to be less than 3 dBA above the 65 dBA day/night average standard for the majority of impacted residences along the rail line and potential vibration was not found to be sufficient to physically damage property.

The cost of constructing these mitigation measures likely would exceed $50 million -- six percent of the total infrastructure cost for the entire high-speed rail improvement program. Importantly, installation of noise barriers and particularly ballast mats (which must be placed under existing rail, ties and ballast) could result in enormous environmental damage (construction noise, ballast spoils and significant fugitive dust, destruction of wildlife habitats adjacent to the rail line, etc.). As the DEIS notes, construction of 8-16 foot high noise barriers also would pose considerable aesthetic impacts that in many cases could outweigh any benefits from noise reduction. In addition, there is no experience in this country with the use of ballast mats under high-speed passenger trackage and there are safety concerns that Amtrak believes must be explored prior to their use on a rail line where trains will be traveling at speeds up to 150 mph.

Moreover, the projections for future noise and vibration relate to high-speed passenger equipment that has not even been designed or built yet. Amtrak does not expect to award a contract for its high-speed trainsets until July 1994. Clearly, electric locomotives will be quieter than their diesel counterparts and it is possible that excessive noise and vibration from wheel-to-rail interaction can be reduced through design of the equipment. This, too, is a research area that should be explored prior to the commitment of the substantial funding needed to construct noise barriers.

Because Amtrak may be able to pursue equipment design and maintenance practices approaches that ultimately eliminate excessive noise and vibration impacts, we strongly urge that specific mitigation measures not be required at this time. Instead, Amtrak would agree to:

- o undertake periodic measurement of noise and vibration along the rail line to identify wheel maintenance problems and other factors that contribute to excess noise and vibration. This information can be provided to the FRA to assist in evaluating the need for other measures to address this problem.

- o include a requirement in the specifications for Amtrak's high-speed trainsets to pursue design approaches that would minimize noise and vibration.
- o pursue funding for research into ways to reduce vibration without the need to resort to installation of ballast mats.

It should be noted that Amtrak has been provided some funding by Congress to mitigate existing noise generated by MBTA commuter, Amtrak intercity and Conrail freight trains along the Southwest Corridor between Readville and Forest Hills in Massachusetts. An independent study by Amtrak recommended construction of several miles of noise barriers in this area to reduce existing noise from the more than 125 daily trains through this area. Approximately $400,000 in funding remains available to Amtrak for this work, although construction of all the recommended barriers could cost some $7 million. Any mitigation of noise required by FRA should be closely coordinated with existing efforts by Amtrak, MBTA and Conrail in the Southwest Corridor.

2. Impact On Freight Service

2 The DEIS recognizes the importance of preserving freight service on the Northeast Corridor and indicates that the Federal Railroad Administration's Program Master Plan for the New York-Boston rail line (FRA Master Plan) will address steps necessary to preserve freight service and permit its growth. Amtrak believes that this is the appropriate way to address this issue.

The impact of the project on freight service also must be approached on two levels: impact from electrification of the railroad and impacts from the increase in projected rail passenger service. Amtrak is addressing these two issues directly:

- o Impact From electrification: Amtrak has committed that its electrification design will not physically interfere with the freight railroads' ability to provide existing freight service. Thus, where necessary, clearances under overhead bridges will be increased and width clearances increased to ensure that there is no impact on the ability to move existing freight service. Amtrak has not been provided funding to increase clearances under overhead bridges in order

to permit the use of double stack or tri-level automobile carriers by the freight railroads. However, these modern freight cars cannot be used today due to inadequate clearances.

Amtrak also has committed that the electrification system will not impair the ability to construct a third track for freight use between Davisville and Pawtucket, Rhode Island, a distance of 22 miles. To this end, Amtrak is progressing the design of portal structures that can be constructed along the railroad to span the property where a third track would be built. This will help minimize the property acquisition cost and environmental impact of constructing the third track. It should be noted that the issue of financial responsibility for the incremental cost of the portal structures has not been resolved.

Amtrak, the state of Rhode Island and the Federal Railroad Administration are working cooperatively to preserve the third track option. Amtrak recognizes the importance of this issue to Rhode Island and has pledged its cooperation and assistance.

o Impact From Increased Service. The projection that Amtrak and commuter passenger service will increase substantially over the next 15 years will undoubtedly lead to capacity concerns along significant portions of the two-track New Haven-Boston rail line. The schedule of some freight trains providing local freight service likely will have to be lengthened in order to prevent delays to time-sensitive intercity and commuter passenger trains. However, the increase in schedules is not projected to be significant and will depend in large part on the specific shippers and size of shipments on any given day.

The scheduling priority of intercity passenger trains over freight trains is specifically directed by section 703 of the Railroad Revitalization and Regulatory Reform Act of 1976, in which Congress set forth the specific goals of the Northeast Corridor Improvement Project. The establishment of regularly scheduled and dependable intercity rail passenger service between Boston and New York is the foremost required goal of the project. The law also recognizes as a goal of the project the maintenance and improvement of commuter and freight service, but only to the extent such improvement is compatible with the goal of regularly scheduled and dependable intercity passenger service (with commuter service taking precedence over freight service).

Amtrak, together with the Federal Railroad Administration, has engaged in a two year process of working with all users of the rail line -- commuter railroads, state agencies and freight carriers -- to identify projected growth on the rail line for the

year 2010. All improvements necessary to accommodate this growth have been identified and included in the FRA Master Plan. In the case of local freight service (as well as commuter service), a number of passing sidings ultimately will be required in order for the railroad to reasonably accommodate projected service levels.

Amtrak has committed to design and construct its electrification system to accommodate the need for the accepted additional sidings. Portal structures will be used to span future side tracks where necessary to increase the capacity of the railroad. It is unclear precisely when these additional sidings will be needed, but use of the portal structures will minimize the cost of constructing them when appropriate.

Through these commitments, Amtrak is taking the steps it believes are reasonable, prudent, and consistent with its legal obligations to ensure that improved rail passenger service does not unreasonably impair the ability of freight railroads to service shippers on the line.

3 Amtrak is concerned that the DEIS merely repeats assertions made by the Providence and Worcester Railroad that "additional operating costs and potential loss of new business related to schedule and height restrictions could result in an annual revenue loss of $900,000 and cause the P&W to cease operations on the [Northeast Corridor]." At a minimum, the FEIS should emphasize that the FRA has not independently reviewed the accuracy of this statement. Indeed, Amtrak believes that inclusion of this statement in the DEIS is not appropriate without a more detailed analysis of the basis on which the P&W's statement was made.

3. Impact On Public Safety

Single Platform Stations. The DEIS correctly notes that ten railroad stations have a platform only one side of the tracks (the south side in all cases except Mystic, Connecticut). As a result, passengers are required to cross tracks in order to board or exit west-bound trains. Five of these stations are used exclusively for Connecticut's Shoreline East Commuter Service.

Amtrak and Connecticut have discussed this concern in the past due to the significant cost of constructing new platforms and accessible facilities on the opposite side of the tracks. Amtrak has agreed through the end of the decade to protect the safety of passengers using these stations through appropriate train dispatching means, including reverse operations during commuter rush hours. However, this will become increasingly difficult to schedule as Amtrak implements its three-hour New York-Boston service. As a result, Amtrak understands that

Connecticut will fund the necessary station improvements to eliminate this potential public safety issue by the end of the decade.

Public Education. Amtrak agrees with the DEIS that public education is an important means of increasing the public's awareness of the dangers associated with activities near or across the railroad. Amtrak has made a major effort in this area through its full time assignment of a police office (Officer Choo Choo) to work in schools along the railroad and through participation in the Operation Life Saver Program.

Amtrak Police Officer Russ Hall, who works out of the Providence Station, is assigned to public education regarding railroad safety. He daily visits schools along the railroad between New Haven and Boston to make presentations to students. He also regularly works with local childrens' museum and other youth programs to provide information, exhibits and literature (e.g., coloring books for young children) and films that emphasize the dangers associated with playing along the tracks. For example, during the month of October 1993, Officer Hall spoke to over 10,500 students at 23 schools in Connecticut, Rhode Island and Massachusetts. Amtrak intends to continue this program of public education during the next several years so that the safety message is regularly reinforced to the students. Amtrak recently provided a permanent grade-crossing exhibit and safety information to the two childrens' museum located in the project area -- East Lyme, Connecticut, and Pawtucket, Rhode Island.

Amtrak also is a very active participant in the National Operation Life Saver program, a voluntary organization of railroads and state agencies (including the states impacted by the project) that provide information to the public regarding the danger associated with at-grade crossings and illegal trespassing on railroad property. The program, which also receives some federal financial support, sponsors and participates in numerous events to provide education to the public.

Experience has shown that public education, augmented by agressive enforcement of trespassing and grade crossing laws, is vastly more effective in protecting the public than any physical improvement, such as fencing, can be. We intend to continue our considerable efforts at promoting public safety in conjunction with construction of the Northeast Corridor improvements and future increases in train service. It is worth noting that the number of accidents at grade crossings in Florida has declined significantly since some municipalities have increased fines for driving around gates from $47 to $1500.

4. Issues Raised During The DEIS Public Hearings

Six public hearings recently were held to solicit comments regarding the DEIS. Nearly all of the comments involved issues that have been analyzed in the DEIS. Amtrak wishes to comment on two issues.

"Turbo III" Non-Electric Alternative. Two consultants made comments regarding the benefits of using an as yet unbuilt "Turbo III" gas turbine locomotive as an alternative to electrifying the rail line. They argued that use of this locomotive would eliminate the need for construction of the electrification system.

The possible use of non-electric motive power between New York and Boston has been studied for over two decades. Amtrak, as part of tests sponsored by the Coalition of Northeastern Governors and the FRA, tested existing RTL turbine locomotives between New York and Boston in 1987. Amtrak operated two United Aircraft "Turbotrain" trainsets between New York and Boston during the 1970s.

Unfortunately, Amtrak's experience with existing turbine locomotives has been very negative. The United Aircraft Turbotrains proved so unreliable and subject to electrical fires that they were retired. Several Turbotrains used in Canada were similarly retired in 1982. Six of Amtrak's seven RTL turbo trainsets remain in use in New York Empire Service (the seventh trainset caught fire) but will be retired as soon as replacements are available. The problems leading to these early retirements include the following:

- Fuel consumption is nearly twice that of comparable diesel or electric locomotives. These turbines were developed at a time when fuel cost under 35 cents per gallon. These costs have now become a significant factor in the operating expenses of the turbo trainsets.

- Turbines used on rail equipment have proven extremely unreliable and require vastly more maintenance than electric locomotives. Amtrak's turbo trainsets must be overhauled every 5,000 hours, versus 60,000 hours with electric locomotives.

- The noise generated by turbine locomotives is significantly greater than that generated by electric trains, not only when operating, but particularly when idling at maintenance facilities and at stations.

- Turbines emit significant pollutants during combustion. A major advantage of electrifying the New Haven-Boston line is to reduce pollution generated by trains along the environmentally sensitive shoreline.

- Operationally, the turbine locomotives provide very poor acceleration and thus cannot contribute to efforts aimed at reducing travel time on curvy or congested rail lines with frequent train speed adjustments.

It should be noted that Amtrak, New York State and the FRA are engaged in a several year research program to replace the turbines on one of the RTL's with newer Mikila turbine engines. The goal is to achieve a more cost-effective, reliable service with speeds up to 125 mph between New York and Albany. This project follows a three year program by Amtrak to develop a high-speed non-electric locomotive. That effort failed when proposals by diesel and turbine locomotive manufacturers were all rejected on the basis of extreme cost of production and inability to provide the acceleration and operating characteristics required for high-speed travel.

The "Turbo III" proposed at the public hearings does not exist. It is based on the design of a 20 year-old locomotive that was retired due to terrible performance and repeated break down. Although its proponents suggest that the design includes new turbine technologies that would address past deficiencies, repeated efforts in both the United States and Europe to develop a cost-effective, reliable turbine locomotive have proven unsuccessful. While Amtrak is optimistic that its tests with New York State will demonstrate the potential for a high-speed rail turbine, there is no expectation that the turbine could address the specific needs for three hour service between New York and Boston.

Use of the Turbo III, or any non-electric alternative, on the Northeast Corridor would present extremely adverse transportation and environmental impacts:

- Tunnel Capacity. Tunnel usage under the East River into Manhattan is nearly at capacity and is projected to far exceed capacity well before 2010 as Amtrak, Long Island Railroad and New Jersey Transit service expands. Through service from Washington to Boston minimizes Amtrak's use of the tunnels. Since non-electric locomotives would not be used south of New York, a locomotive change would be required at Penn Station, resulting in double to triple the number of moves Amtrak must make through the tunnels to Sunnyside Yard in

Queens, where the locomotives would be stored and maintained. This expansion cannot be accommodated without extremely adverse impacts on the projected growth in intercity and commuter traffic.

- Delays in Penn Station. The need to change locomotives in New York would seriously undermine travel time reduction objectives north and south of New York. Trains in Penn Station would be forced to wait for new locomotives. This would be extremely problematic during rush hour periods in New York and would result in significant potential delays. This in turn would undermine Amtrak's revenue and ridership goals and thereby increase Amtrak's need for federal operating support.

- Three Hour Trip Time. The proponents of the Turbo III state that because the Turbotrain achieved in test runs a three hour trip time between New York and Boston, no improvements are required other than use of the new locomotive. This, it is claimed, would save $2 billion. Unfortunately, achievement of three hour trip time during test runs is little related to achieving a reliable three hour service. After all, an average speed of only 78 mph is required to travel between New York and Boston in three hours. However, severe congestion in commuter territories, station stops, and the most severe curves in Amtrak's entire system make it extremely difficult to achieve that average. Obviously, all infrastructure work currently planned and authorized -- signals, track, facilities -- still would have to be undertaken.

  Turbines provide very poor acceleration, a critical component of any program to reduce New York-Boston travel time because of the numerous curves through which trains must operate at slower speeds. As a result, a turbine powered train would have to operate at higher speeds along straighter portions of track to achieve a three hour schedule. Unfortunately, train congestion, and the problem of overtaking slower trains, already are severe along much of the corridor and will be even worse as Amtrak, commuter and freight traffic increase. Amtrak believes that the ability to operate at higher speeds on tangent (straight) track will be very limited and that reliable three hour service could not be obtained without the superior acceleration capabilities of electric propulsion.

- Environmental Impacts. Many of those that oppose electrification base their objections in large part on increased noise and safety concerns resulting from proposed higher operating speeds. The Turbo III alternative would exacerbate both of these problems. Noise from turbine powered locomotives significantly exceeds that of electric. In addition, the higher speeds required of turbine powered trains (required to compensate for poor acceleration) would result in increased wheel-rail noise. Safety also would be impacted from these higher speeds. Moreover, the need to operate at faster than 100 mph through any at-grade road/railroad crossing would require the closure of the crossing. This is not anticipated at any Connecticut crossings, but likely would be with a turbine powered train. Finally, air pollution from 26 round trip turbo trains would adversely impact the sensitive shoreline.

It is essential to recognize that the need for reduced New York-Boston travel time is immediate. This is the conclusion of the Coalition of Northeastern Governors, representing each of the states in the Northeast, and of Congress, which has provided funding for this project as a means of reducing the gridlock that is choking the region. Congestion on I-95 and at area airports is extreme and worsening. Deadlines for states to comply with Clean Air Act standards is rapidly approaching. There may well be other technologies that could be developed over the next two or three decades that would permit non-electric trains to meet three hour or better schedules between New York and Boston. However, these technologies, including the Turbo III, do not exist. Regional transportation and air quality needs dictate moving forward now with improved rail passenger service. With appropriate mitigation measures, Amtrak's proposal will result in minimal adverse environmental impact and significant regional benefits.

Impact on Marine Traffic. A number of comments related to the impact of increased service on the need to open Amtrak's five movable bridges in Connecticut. This would impact boaters delayed by closure of the bridges when required by scheduled train service.

This is an issue the falls under the jurisdiction of the U.S. Coast Guard. The number of times movable bridges can be closed for train traffic is regulated by the Coast Guard and any changes require Coast Guard approval through a public process. Thus, Amtrak will be required to seek approval before the number of trains is increased between New York and Boston. Public concerns about when and for how long bridges would be closed would be addressed by the Coast Guard at the appropriate time.

It should be noted that submarines stationed in Groton have priority over trains crossing the Thames River. As a result, increased service would not impact the U.S. Navy's use of the Groton submarine base.

Conclusion

Amtrak has proposed a project that offers significant regional transportation, air quality and economic benefits. We believe that adverse impacts identified by the FRA in its DEIS can be addressed and we look forward to working with the FRA, state and local officials, and residents to ensure that the project achieves its objectives in a manner acceptable to those most impacted by the project.

MC 3-2

Alternative Rating Systems
An Independent Rating Agency
121 Northfield Road, Millington, NJ 07946-1353
Telephone: 0-700-DON-FINN
Direct: 908-647-8569

RECEIVED

November 26, 1993

Federal Railroad Administration
Mr. Mike Yachmetz, RDV-6
Office of Railroad Development
400 7th Street, SW
Washington, DC 20590

RE:DEIS Northeast Corridor Proposal
FOIA Request for Comments

Dear Mr. Yachmetz:

This will confirm my discussion with Alice Anderson of your office as you are said to be "on leave."

Please furnish us with a copy of the Draft Environmental Impact Statement recently issued for comment in respect of the DOT/FRA proposal for the Northeast Corridor, which we so far understand to be a proposal to electrify track between New York and Boston (perhaps Providence RI).

(1) We understand there is a cutoff date for comments, said to be December 3, 1993. We request an extension until January 30, 1993 as the DEIS is not widely circulated or understood, relates to technical, economic, environmental and community impact issues, and is quite complex.

Also, please inform us how we may obtain copies of any comments submitted thus far. This is a Freedom of Information Act request.

Also, please inform us of any engineering work currently underway (we are told Morrison-Kundson is engaged in this work) and any track work that is underway etc., and what funds have been committed therefor. What work, if any, is underway or proposed before final approval of the EIS? What is the budget therefor?

Finally, please inform us of the contact at EPA who is involved in this DEIS and proposal.

Thank you for your assistance and cooperation.

Happy Holidays!

Donald F. X. Finn

Donald F. X. Finn
Chairman/CEO

MC 3-3

TRAINRIDERS

• NORTHEAST •

Box 4869 • Downtown Station • Portland Maine 04112
(207) 879-7245 (TRY-RAIL)

RECEIVED

December 1, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway Street
Cambridge, MA 02142-1093

Dear Mr. Goulet:

(1) On behalf of TrainRiders/Northeast, I am submitting comments in support of the proposed electrification of the Northeast Corridor. The Draft Environmental Impact Statement/Report documents the many benefits of the electrification of the Northeast Corridor mainline between New Haven, Connecticut and Boston, Massachusetts. Completion of this project will enable expansion of Northeast Corridor service, which in the long term will provide major economic benefits to the entire region, including Maine.

Our grassroots organization has successfully advocated expansion of intercity rail service from Boston to Portland, Maine. Initial service will provide four trains a day in each direction, a bare minimum for successful service in this corridor. Electrification of the Northeast Corridor to Boston will deliver a larger number of passengers traveling north of Boston who will be able to take advantage of the service to Portland, Maine, despite the difficult transfer between South Station and North Station. A similar extension of the Northeast Corridor south to Richmond, Virginia is quite successful, but was assisted by a direct connection and the ability to run trains through Washington, D.C. TrainRiders/Northeast believes that development of electrified rail transportation is the most environmentally sound alternative for providing personal mobility in the increasingly congested Northeast.

Electrification is a critical element of proposals to connect North Station to South Station in Boston by rail to eliminate the difficult and time consuming transfer between stations. A rail link would make through Northeast Corridor service to Maine possible. Completion of the electrification project between New Haven and Boston by 1998 will make it possible to construct the rail link simultaneously with the Central Artery/Third Harbor Tunnel project. We believe that electrification of the line from Boston to Portland, will be feasible by then as ridership levels and the number of trains increase.

Working to bring passenger train service to the Northeast

TrainRiders/Northeast endorses the electrification and hopes that the environmental review process will be completed in an expeditious manner so that construction can begin in 1994.

Very truly yours,

Wayne E. Davis
Chairman, TrainRiders/Northeast

SENT BY:CUMMINS ENGINE CO. ;12- 3-93 ; 2:22PM ; 3rd FLOOR CTC→ Systems Engineering;# 1/ 1

CUMMINS ENGINE COMPANY, INC.
P.O. Box 3005 M/C 50179
COLUMBUS IN 47202-3005

MC 3-4

M.C. - 3 - 4

RECEIVED

FAX REFERENCE:
: : - PAGES FOLLOWING THIS COVER SHEET.

FAX/SPEED MESSAGE:

To: : US DOT/RSPA
: VOLPE NATIONAL TRANS. CENTER
: 55 BROADWAY, KENDALL SQUARE
: CAMBRIDGE MA 02142
ATTN: MR. GLEN GOULET

SPEED:
CC: D W BROWN
CC: D PETERS
PHONE: 3066
FAX: 617,494-[redacted]1

DATE: 12-03-93 :

SUBJECT: FRA DEIS/R NEW HAVEN-BOSTON RAIL ELECTRIFICATION PROJECT.

DEAR MR. GOULET:

WE HAVE JUST RECEIVED THE TECHNICAL STUDIES (VOL III) OF THE ABOVE SUBJECT DEIS/R. (RECEIVED IN OUR OFFICE 12-01-93)

SEVERAL ITEMS ARE OF CONCERN IN THIS REPORT:

(1) I) THE TECHNOLOGY LEVEL OF THE PROPOSED EQUIPMENT HAS BEEN OVERLOOKED. THE SPECIFIC WEIGHT OF AMTRAK DIESEL-POWERED EQUIPMENT IS APPROX. 1 TONNE/SEAT, WHEREAS MODERN SELF-PROPELLED TRAINS ARE BUILT WITH AIRCRAFT TECHNOLOGY TO ABOUT .5 TONNE/SEAT E.G: ABB, DUEWAG ET AL, & STAR 21, (THE REPLACEMENT FOR SHINKANSEN TRAINS NOW UNDER TEST).

(2) II) THE ENVIRONMENTAL POLLUTION IMPACT OF EPA CERTIFIED ENGINES WITH EXHAUST AFTER-TREATMENT IS ORDERS OF MAGNITUDE LESS THAN AMTRAK LOCOMOTIVES. SUCH ENGINES ARE USED TO PROPEL HIGH SPEED PASSENGER RAILCARS NOW USED IN LARGE NUMBERS IN EUROPE AND ASIA.

(3) III) THE COMBINED EFFECT OF CLEAN ENGINES AND LIGHTWEIGHT EQUIPMENT WOULD LOWER THE ENERGY USE BY 4 TIMES OVER THE PROPOSED ELECTRIC SCHEME, IN TERMS OF BTU/SEAT MILE, WHILE REDUCING THE CAPITAL COST BY SEVERAL ORDERS OF MAGNITUDE. SIMILAR REDUCTIONS OF TOTAL SYSTEM EMISSIONS (INCLUDING THE EMISSIONS FROM THE PUBLIC UTILITY PLANTS) WOULD OCCUR WITH THE USE OF MODERN, STATE-OF-THE-ART EQUIPMENT.

(4) A STUDY OF THE AIR TRANSPORT INDUSTRY WILL SHOW THAT ALL IMPROVEMENTS IN PERFORMANCE, COST AND SAFETY HAVE BEEN DUE TO EQUIPMENT TECHNOLOGY, WHICH REGRETTABLY SEEMS TO HAVE BEEN COMPLETELY IGNORED IN YOUR STUDY. WE HEREBY SUBMIT OBJECTIONS TO THE STUDY BOTH AS TO DELAY IN RECIEPT OF THE TECHNICAL DATA, AND AN ABSENCE OF CRITICAL ELEMENTS IN THE STUDY. THE N.E. CORRIDOR DESERVES BETTER THAN 30 YEAR OLD TECHNOLOGY.

YOURS TRULY;

JOHN G CROFTS, SR.
INDUSTRIAL INSTALLATION ENGINEERING.

PH. (812)377-5064
FAX (812)377-7226

MC 3-5

Alternative Rating Systems
An Independent Rating Agency
121 Northfield Road, Millington, NJ 07946-1353
Telephone: 0-700-DON-FINN
Direct: 908-647-8569

RECEIVED 12/1/93 JM

26 November 1993

Donald F.X. Finn

Volpe National Transportation Center
U. S. Department of Transportation DOT-RSVA
Attention: Mr. Glenn Coulet DTS-72
55 Broadway
Kendall Square
Cambridge, Massachusetts 02142

RE: Request for copy of DEIS/NE Corridor Proposal
FOIA Request for Copies of all comments

Dear Mr. Coulet:

The Office of Mr. Mark Yachmetz (who is "on leave") at DOT/FRA in Washington DC informs us that they have no avilable copies of the Draft Environmental Impact Statement for the proposed NE Corridor Project (Boston-Providence-New Haven) and that any available comments submitted thus far are only available through William T. Gage of the Mass. Environmental Affairs Office in Boston. I thought that unusual and likely, and Mr. Gage confirmed my suspicion today (Indeed, he has only one filed comment!).

As there seems to be an inadequate dissemination of the DEIS, may I request a copy through your office?

Also, I am attempting to obtain copies of any comments submitted thus far. How may I obtain copies? This is a Freedom of Information Act request.

I also am told that Morrison-Kundson has actually begun engineering work (if so, may we know what that is and how much has been budgeted therefor) and track work is actually underway in Connecticut (if so, may we know what that is and how much has been budgeted therefor).

Thank you for your assistance and cooperation.

(1) Please also be informed that we have requested that DOT/FRA extend the comment period until January 30, 1993 in view of the unavailability and lack of adequate distribution and dissemination of the DEIS, as well the complex technical, economic, environmental and community impact issues it raises. We are particularly concerned with economic, financial and environmental issues. We presently understand that there is a December 3, 1993 cutoff date for submission of comments, inspite of the hoilday season. Thank you again.

Chairman & CEO

Alternative Rating Systems
An Independent Rating Agency
121 Northfield Road, Millington, NJ 07946-1353
Telephone: 0-700-DON-FINN
Direct: 908-647-8569

RECEIVED

November 26, 1993

Federal Railroad Administration
Mr. Mike Yachmetz, RDV-8
Office of Railroad Development
400 7th Street, SW
Washington, DC 20590

RE:DEIS Northeast Corridor Proposal
FOIA Request for Comments

Dear Mr. Yachmetz:

This will confirm my discussion with Alice Anderson of your office as you are said to be "on leave."

Please furnish us with a copy of the Draft Environmental Impact Statement recently issued for comment in respect of the DOT/FRA proposal for the Northeast Corridor, which we so far understand to be a proposal to electrify track between New York and Boston (perhaps Providence RI).

We understand there is a cutoff date for comments, said to be December 3, 1993. We request an extension until January 30, 1993 as the DEIS is not widely circulated or understood, relates to technical, economic, environmental and community impact issues, and is quite complex.

Also, please inform us how we may obtain copies of any comments submitted thus far. This is a Freedom of Information Act request.

(2) Also, please inform us of any engineering work currently underway (we are told Morrison-Kundson is engaged in this work) and any track work that is underway etc., and what funds have been committed therefor. What work, if any, is underway or proposed before final approval of the EIS? What is the budget therefor?

(3) Finally, please inform us of the contact at EPA who is involved in this DEIS and proposal.

Thank you for your assistance and cooperation.

Happy Holidays!

Donald F. X. Finn

Donald F. X. Finn
Chairman/CEO

SENT BY CUMMINS ENGINE CO. :12-17-93 : 1 26PM : 3rd FLOOR CTC- Systems Engineering# 1/ 1

CUMMINS ENGINE COMPANY, INC. MC 3-6
P.O. BOX 3005 M/C 50179
COLUMBUS IN 47202-3005

FAX REFERENCE:
: : - PAGES FOLLOWING THIS COVER SHEET.

FAX/SPEED MESSAGE:

TO: : US DOT/RSPA
: VOLPE NATIONAL TRANS. CENTER
: 55 BROADWAY, KENDALL SQUARE
: CAMBRIDGE MA 02142
ATTN: MR. GLEN GOULET

SPEED:
CC: W D BUNNELL
CC: D W BROWN
PHONE:
FAX: 617,494-3066

DATE: 12-16-93 :

SUBJECT: FRA DEIS/R NEW HAVEN-BOSTON RAIL PROJECT.

WE HAVE HEARD NOTHING FROM OUR PREVIOUS REQUEST FOR EXTENSION OF TIME FOR RESPONSE ON THIS PROJECT, (OUR FAX 12-03-93) AND WOULD THEREFORE ASK FOR AN EXTENSION UNTIL AT LEAST FEBRUARY 3, 1994. WE NEED THIS TIME TO STUDY IN-DEPTH ISSUES OF POLLUTION FROM THE ENERGY USEAGE OF THE PROPOSED SYSTEM VERSUS LIGHWEIGHT SELF-PROPELLED VEHICLES, USING EPA-CERTIFIED ENGINES, BOTH DIESEL AND NATURAL GAS FUELED.

YOU WILL RECOGNISE THAT THE DATA IN VOLUME III OF THE DEIS/R REQUIRES INTERPRETAION AT A DETAILED LEVEL, TO THOROUGHLY EVALUATE THE GROSS EMISSION LEVELS FROM THE VARIOUS UTILITY SOURCES INVOLVED.

THERE IS A MUCH CLEARER CASE WITH THE EMISSION LEVELS FROM SELF-PROPELLED EQUIPMENT WHEN USING CERTIFIED LEVEL ENGINES, WHERE MUCH EXPERIMENTAL AND PRODUCTION TEST DATA IS AVAILABLE.

THANK YOU FOR YOUR CONSIDERATION OF THIS REQUEST, AND IF FAVORABLY RECEIVED, WE WOULD APPRECIATE HEARING FROM YOU AS TO THE OUTCOME.

1

RECEIVED

REGARDS,

JOHN G CROFTS, SR.
INDUSTRIAL INSTALLATION ENGINEERING.

PH. (812)377-5064
FAX (812)377-7226

Gannett Fleming ENGINEERS AND PLANNERS

MC3-7

MC-3-7
GANNETT FLEMING, INC.
P.O. Box 67100
Harrisburg, PA 17106-7100
Location:
207 Senate Avenue
Camp Hill, PA 17011
Fax: (717) 763-8150
Office: (717) 763-7211

October 27, 1993

Mr. Glen Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

We have reviewed the Draft Environmental Impact Statement/Report for the Northeast Corridor Improvement Project; Electrification-New Haven, CT to Boston, MA, with emphasis on the Ridership Analysis. Since we have just completed a relatively comprehensive evaluation of the potential ridership on a Maglev system between Washington D.C. and Boston, some of the similarities in the two studies may be of interest.

1 A comparison of the projected ridership for the "No Build/Existing Service" scenario is provided in Table 1.

TABLE 1
NEW YORK CITY TO BOSTON
AMTRAK NO BUILD/EXISTING SERVICE
RIDERSHIP ESTIMATE COMPARISON
(MILLIONS)

Mode	NTSC (2010)[1]		GF (2005)[2]		DIFFERENCE	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Auto	15.919	73.8	16.358	74.7	+ 439	+3%
Air	3.781	17.5	4.010	18.3	+ 229	+6%
Rail	1.871	8.7	1.529	7.0	- 342	-22%
Total	21.571	100.0	21.897	100.0	+.326	+1%

1) Page 4-28, Draft Environmental Impact State Report Volume 1
2) Gannett Fleming Corridor Ridership Evaluation

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Of particular interest is that the difference in the total trips is only one percent, which is somewhat remarkable given that these estimates have entirely different assumptions of population, employment and trip generation rates of increase. The biggest difference is in the projected rail ridership, where we assumed the existing AMTRAK service with no improvements in station-to-station travel times or frequency of service. However, the magnitude of the differences appear to be reasonable.

In the Maglev Study, we assumed a Maglev travel time of 1.3 hours between New York and Boston, which is about 43 percent less than estimated in the DEIS. The estimated change in ridership between the two studies is summarized in Table 2.

TABLE 2
ESTIMATED CHANGE IN ANNUAL RIDERSHIP (MILLIONS)
IN NEW YORK - BOSTON CORRIDOR

	Improved Rail System[1] (3 Hours Travel Time)		Maglev System[2] (1.3 Hour Travel Time)			
			Scenario 1 (AMTRAK Fares)		Scenario 2 (2X AMTRAK Fares)	
Mode	Change in Ridership (Millions)	Percent Change	Change in Ridership (Millions)	Percent Change	Change in Ridership (Millions)	Percent Change
Automobile	- 324	-2.0	-3.732	-22.8	-.122	-.1
Air	-1.430	-37.8	-3.490	-87.0	-3.345	-83.4
Train/Maglev	+1.756	+93.9	+7.222	+472.3	+3.467	+226.7

1) Page ES-6, Draft Environmental Impact Statement Report, Volume 1.
2) GF Northeast Corridor Ridership Evaluation

The results of both analyses indicate that an improved high speed ground transportation (HSGT) service in the New York-Boston Corridor would have a significantly greater impact on air travel than automobile travel in this corridor, with the differences between the estimates due primarily to the differences in travel time for the different HSGT systems (i.e., 3 hours vice 1.3 hours)

The potential influence of HSGT systems in reducing some of the increase in air travel is believed to be especially important due to the apparent inability to build new/expand existing airports and the financial conditions of the airline industry. The problem of intercity/interstate travel is partially exemplified by the congestion and associated travel time delays at most of our major airports, as illustrated in Figure 1. The estimated annual hours of delay at these airports are well above the FAA criteria of 20,000 hours, as shown in the figure. This delay in aircraft operations influences aircraft takeoffs, landings, aircraft congestion in the airspace above the airport, and will impact upon safety unless solutions to this congestion are found.

In a recently completed study of the impact of a Maglev service in the Northeast Corridor, the reduction in air and automobile travel was determined. The results are shown in Figure 2 and suggest that:

- A Maglev system operating in the Northeast Corridor could reduce airline travel for trip distances of 150 miles to 250 miles. Since commuter airline travel at these trip distances is a major cause of the projected airport congestion, the reduction in these airline trips is considered extremely important in improving aircraft safety without reducing the total transportation service.

- A Maglev service in the Northeast Corridor would also reduce automobile travel out to trip distances of 200 miles, as shown in the figure. This reduction in automobile travel would also help to reduce some highway congestion on the interstate highways in the Northeast Corridor.

The preceding analysis implies that the development of an intermodal national transportation system could be extremely beneficial in terms of reducing congestion and improving safety while providing major improvements in the total intercity transportation system. As in Europe, the intermodal transportation network should include:

- An urban system that provides for the distribution of trips within an urban area and feeder service to the intercity/interstate transportation network (i.e., airports, AMTRAK and high speed ground transportation stations, and intercity bus stations).

- An intercity transportation system that provides more flexibility and efficiency in the choice of transportation modes/systems and permits the different modes to compete in the most cost-effective environment where the different modes complement and supplement each other.

05-18-94 15:41 DOT/RSPA/VNTSC MA 1D-617 494 2861 P.05
05-18-94 15:49 DOT/RSPA/VNTSC MA 1D-617 494 2861 P.04

MC3-8

900 Second Street, NE
Suite 308
Washington, DC
20002

Phone 202 408 8362
Fax 202 408 8287

National Association of Railroad Passengers

Board of Directors

Directors At Large

Director Emeritus

Officers

Staff

TO: Mr. Glenn Goulet, DTS-72
U.S. DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway Street
Cambridge, MA 02142

Mr. William Gage
Executive Office of Environmental Affairs
MEPA Unit: EOEA #9134
100 Cambridge Street
Cambridge, MA 02202

1

COMMENTS OF THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR ELECTRIFICATION OF AMTRAK'S BOSTON-NEW HAVEN RAIL LINE. SUBMITTED JANUARY 21, 1994.

The National Association of Railroad Passengers strongly supports the planned electrification. Our Association has 12,000 dues-paying members nationwide and has worked since 1967 to educate political leaders, the media and the general public about the benefits of more and better passenger trains.

Consistent with Rail Link: Our 1991 lawsuit against the Federal Highway Administration and the Commonwealth of Massachusetts was aimed at securing a North Station-South Station Rail Link as part of the Central Artery highway project. Electrification would facilitate creation of that rail link. The rail link itself offers dramatic environmental benefits by significantly increasing demand for both Amtrak and MBTA regional rail services, permitting through service between New York and points north of Boston; between Boston's northern suburbs and South Station/Back Bay; between Springfield/Worcester and points north of Boston; and between various suburbs not currently linked by direct service.

Market Penetration: Electrification also would facilitate a significant increase in Amtrak's share of Northeast Corridor travel in the Boston-New York and Providence-New York markets and many others.

Operational Efficiency: The ability to operate the entire Boston-Washington service with one or two standard types of motive power and rolling stock should increase service reliability and reduce operating costs.

Energy Efficiency and Environmental Impact: Already, Amtrak nationally averages 1.8 times greater energy efficiency per passenger-mile than the airlines, based on 1990 Oak Ridge National Laboratories data published last year. Northeast Corridor energy efficiency is well above Amtrak's average and below the airlines' average. The proposed electric service could well be four to five times as energy efficient as commercial aviation. [British Thermal Units per passenger mile: Oak Ridge shows 4,811 for airlines and 2,609 for Amtrak in 1990; In Pursuit of Speed, a 1991 Transportation Research Board report, shows 1,200 for "high speed rail."] Emissions are roughly proportional to energy efficiency.

To the above line-haul calculations must be added external considerations harder to quantify, such as greater use of mass transit to access downtown Amtrak stations vs. greater reliance on autos to reach airports, and proximity of downtown stations to larger numbers of actual origins or destinations.

Reduction in diesel operations will reduce both emissions and noise pollution, which have drawn complaints at a number of locations including Back Bay and Andrew Square.

Grade Crossings: We support efforts such as Connecticut's at School Street in Groton to test technologically advanced grade crossing systems where grade-crossing elimination may truly be impractical.

Alternatives to Electrification: Turbotrain technology which some are promoting for this corridor may become useful elsewhere in the U.S. but would not solve the problem in the Boston-Washington corridor, 66% of whose route miles are already electrified [Washington-New Haven = 300 miles; Washington-Boston = 457 miles]. Operation of large numbers of fossil-fuel trains under the existing wires between New Haven and Washington would never be accepted, yet the added dwell times and reliability problems associated with a New York engine change would reduce Amtrak's competitiveness, particularly in "cross-New York markets" like Philadelphia-Connecticut or New Jersey-Providence, and may not even be practical because of the required additional light engine moves in the congested New York rail tunnels.

Some claims made in this proceeding on behalf of the turbotrain are dubious because the train does not exist. In addition, the claims, apparently based on a comparison not with the high speed trains Amtrak plans to buy but with the AEM7s, are irrelevant for several reasons. First, compared with Amtrak's existing electric operations, the planned electric service to Boston will be more efficient, using streamlined--possibly tilting--equipment and a 60-hertz system that is more efficient than the 25-hertz system now used between New Rochelle and Washington.

Second, the theoretical turbotrain relies on "lightness" to achieve some of its advantages, but any workable lightweight benefits could be incorporated into the planned electric trainsets, further increasing their energy efficiency. Unfortunately, however, the United Aircraft (UA) turbotrain was small and low-capacity, lacking room for the amenities believed necessary to make rail travel competitive. The UA train relied heavily on aluminum--hardly appropriate for a power plant with a risk of fire.

Finally, continued reliance on petroleum in such a high-volume corridor adjacent--as noted above--to existing electrification is bad public policy.

Stated positively, New Haven-Boston electrification offers the opportunity to dramatically enhance the usefulness of the large investment already made in the Northeast Corridor and the hope of avoiding construction of a second airport in the Boston area, an airport which would be phenomenally expensive in monetary, social and environmental terms.

Thank you for considering our views.

Ross Capon
Executive Director

National Railroad Passenger Corporation 60 Massachusetts Avenue, N.E. Washington, D.C. 20002 Telephone (202) 906-3000

Amtrak

MC 3-9

RECEIVED 1/25/94

January 21, 1994

Mr. Glenn Goulet
USDOT/RSPA
Volpe Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit -- EOEA 9143
100 Cambridge Street
Boston, MA 02202

Dear Mr. Goulet and Mr. Gage:

1 The National Railroad Passenger Corporation (Amtrak) submitted its comments on the Draft Environmental Impact Statement/Report on December 1, 1994. Subsequent to that submittal, Amtrak received a copy of comments submitted by the Massachusetts Highway Department (MHD), submitted on December 3, 1993, relating to the impact of the proposed electrification project on the Central Artery/Tunnel project. Amtrak submits these supplemental comments to address issues raised by the MHD.

To be honest, Amtrak was rather astonished and enormously disappointed by the MHD comments. Amtrak is working closely with MHD's Central Artery/Tunnel officials to ensure that the two projects are closely coordinated and that adverse impacts by one project on the other are minimized. Indeed, Amtrak meets monthly with MHD to coordinate activities, exchange information, and resolve concerns. Both projects are very complex and inter-related. Unfortunately, it is not possible to predict at this time whether or when scheduling or sequencing conflicts between the two projects will develop, *primarily because so much of the scheduling for the Central Artery/Tunnel project is not sufficiently progressed*. To attempt to demand changes in the electrification project to address Central Artery/Tunnel issues that may never even occur would seem both inappropriate and unfair and would undermine important incentives for the parties to resolve scheduling and cost issues.

Amtrak and MHD have an established means of coordinating the two projects and are sufficiently dependent on each other to ensure that both parties work together to resolve disputes. The issues raised by MHD can and will be addressed if and when they arise, as will a host of issues relating to adverse impacts on the electrification project presented by the Central

//Tunnel project. Amtrak urges the FRA and Massachusetts
:o leave these issues to the parties to resolve as they
lly arise in the coming years.

Amtrak offers the following specific comments to issues
d by MHD.

1. The DEIS is not a comprehensive representation of the
:t (MHD page 2, paragraph B). MHD states that because
< has provided it information not reflected in the DEIS, the
does not adequately represent the project. This statement
ɔ merit. MHD officials have requested answers to specific
ions from Amtrak regarding construction techniques,
ncing of events, and design details that are beyond the
of the DEIS. The data provided to MHD and to the Federal
oad Administration are entirely consistent and based on the
design submittals from Amtrak's electrification contractor.

2. The design relative to South Station is not at a
rcent level (MHD page 3, paragraph D). MHD is correct to
that the electrification design for the South Station area
t yet at a 60 percent design level. However, it should be
that Amtrak has delayed the design in this area
fically to ensure adequate coordination with plans for the
al Artery/Tunnel, which are not yet as far progressed. MHD
ll aware of this. Delay of the design in this area is
sely the type of action Amtrak is taking to ensure that the
rojects are coordinated and to avoid increased costs to
r project.

3. Amtrak has employed a "unique" electrification design at
Station (MHD page 3, paragraph D). Between Roxbury and
Station, Amtrak does not intend to use a separate
rical feed wire, but plans to use the catenary wire for this
se. MHD states that this is "unique" and poses problems in
outh Station area. This design, however, is not unique and
anned as well for the Branford-New Haven segment of track,
ther end of the electrification system. In both areas, the
rical substation providing power to the tracks is not
ed at the end of the line, but rather within the electrified
. Using the catenary wire to provide power to the end of the
is appropriate and prudent engineering in both cases.

4. Amtrak must sectionalize the electrification system
, page 4, paragraph E-1; page 5, paragraph G-1 and 4). MHD
esses concern that its ability to undertake construction work
e South Station area will be severely impacted by the
ure to sectionalize the electrification system between
ury and South Station, thereby requiring either that all

power be shut off to facilitate construction or that the scheduling of construction work be strictly limited.

MHD's concerns have little merit and in any event are entirely premature. The major problem here is that the scheduling and sequencing of the Central Artery/Tunnel project has not sufficiently matured to determine when and how construction work ultimately will progress in areas along the tracks. *Amtrak already has told MHD that it will be able to accommodate MHD's need to de-energize the electrification system during all agreed-upon track outages.* Indeed, as Amtrak has specifically detailed to MHD, and which MHD repeats on page six of its comments, there are a number of ways in which to do this. The fear of a "two hour window" referenced by MHD in its comments is entirely without merit and MHD knows this to be the case. Windows significantly in excess of two hours will be possible and can be accommodated.

This is a prime example of an area where Amtrak and MHD will have to coordinate their activities to minimize adverse scheduling and cost impacts to either project. However, to burden the electrification project with mitigation requirements that may have no relevance in fact and, importantly, that eliminate an essential inducement for the parties to both work cooperatively and seek to minimize costs would be very unfortunate and unwise.

5. Attachment Of Bridges To Overhead Bridges (MHD, page 4, paragraph E-2; page 5, paragraph F). MHD raises concerns about Amtrak's plan to attach the catenary wires directly to several bridges that will have to be reconstructed for the Central Artery/Tunnel project. MHD contends that use of direct attachments will increase the cost of construction work.

MHD's objection here is both unfounded and more than a bit disingenuous. First, Massachusetts law requires a clearance of 22'6" under all new bridges and bridges that are substantially rebuilt over electrified rail lines. Amtrak understands that MHD intends to seek a waiver from this 22'6" requirement for the Harrison Avenue, Harrison Avenue Utility and Albany Street bridges and possibly several others with the goal of leaving the bridges at a lower height. This, of course, will save the Central Artery/Tunnel project significant costs and environmental problems that otherwise would have to be incurred if the bridges are raised.

Unfortunately, the lower height of these bridges will not be adequate to permit Amtrak to independently suspend the catenary wire under them. However, MHD has agreed to permit direct

attachment of the catenary wire to the bridges, and as a result, Amtrak has not objected to MHD's plan to seek waivers from the 22'6" clearance requirement. It thus is very surprising that MHD is now seeking a requirement that Amtrak pay for any incremental construction cost related to the direct attachments. MHD will save significant costs by avoiding the need to raise the bridges. Accordingly, it would be extremely unfair to penalize Amtrak for agreeing to support MHD's clearance waiver request.

Moreover, it should be noted that direct attachment of the catenary wire to bridges is very common on the Northeast Corridor south of New York and has not posed problems during bridge reconstruction work. Thus, MHD's concerns do not reflect current experience.

The entire issue of bridge work impacted by both projects is, again, an issue that can be resolved with good coordination between Amtrak and MHD and a desire by both parties to work cooperatively to minimize project costs. This is one of the primary reasons that the parties have established a monthly meeting schedule and Amtrak anticipates few if any problems in addressing the many coordination issues that will arise as sequencing and construction schedules for both projects become more concrete.

6. Location of Catenary Structures (MHD, page 5, paragraph G-2). MHD requests design details for all locations where catenary supports will require direct attachment to MHD bridges and structures. This detail will be available upon completion of the 90 percent submittal by Amtrak's electrification contractor in March and will be provided to MHD.

7. Reconfiguration of Cove Interlocking (MHD, page 6, paragraph G-6). MHD requests that Amtrak implement and fund all actions necessary for design and construction of track and signal modifications if re-configuration of the Cove interlocking (to support installation of the electrification system) adversely impacts Central Artery/Tunnel construction schedules.

Amtrak recognizes its responsibility to fund any such reasonable modifications and will address this issue with the MHD during its monthly meetings. We certainly would expect MHD to similarly fund modifications to the electrification system necessitated by changes to the Central Artery/Tunnel design. It should be noted, however, that any changes resulting from electrification will not affect the critical path of the Central Artery/Tunnel construction work at the Cove Interlocking and hence should not result in any delays to the Central Artery/Tunnel project.

8. Clearance For Double Stack Freight Cars Under The Broadway Bridge (MHD, page 6, paragraph G-7). MHD insists that Amtrak provide a catenary design to accommodate a 21'6" clearance under the relocated Broadway Bridge to allow future double-stack freight movements.

This is another instance where MHD is seeking a waiver from state law requiring a 22'6" clearance, and then insisting that Amtrak accommodate (or pay the resulting costs) for a lower clearance. Amtrak will do whatever it can to minimize the space it requires to attach its catenary wire under the bridge. However, a requirement that Amtrak meet a 21'6" clearance is simply not appropriate given MHD's intention to rebuild the bridge at less than the state legally required clearance.

CONCLUSION

Amtrak and MHD have established a mechanism for coordinating the Central Artery/Tunnel and the electrification project. The parties meet monthly to resolve issues and to exchange the latest information, plans and scheduling. *This is how the system should work.* Amtrak respectfully submits that the mitigation requested by MHD in its comments on the DEIS is inappropriate, unequitable and, most importantly, simply unnecessary. The need for Amtrak and MHD to complete their projects on time and within budget establishes an enormous incentive for the parties to quickly and equitably resolve scheduling and cost conflicts. To require mitigation by Amtrak undermines the dependence of the two projects on each other and the incentive to work together. The issues raised by MHD can and will be addressed, as will a host of issues relating to adverse impacts on the electrification project presented by the Central Artery/Tunnel project. Amtrak urges the FRA and Massachusetts EOEA to leave these issues to the parties to resolve as they actually arise in the coming years.

Please let me know if you have any questions regarding this response.

Sincerely,

David J. Carol
NECIP Project Director
Government Affairs

cc: Peter M. Suk
Project Director
Massachusetts Highway Department

Columbus, Indiana
47202-3005

January 18, 1994

MC3-10

MC-3-10

RECEIVED
JAN 21 1994
MEPA

Mr. Glen Goulet, DTS-72
USDOT/RSPA
Volpe National Trans. System Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Sirs:

In response to your invitation to comment on the DEIS/R of the Northeast corridor electrification project, attached please find our comments, consisting of a single page Executive Summary, 3 detail Sections, and 3 Technical appendices.

We will be happy to answer any questions or comments you may have on the material.

Yours truly,

John G. Crofts

Director - Industrial
Application Engineering

J.G.Crofts/jac

Tel 812,377-5064
Fax 812,377-7226

cc: Mark E Yachmetz, Program Manager
USDOT, FRA, Office of Railroad Development
400 Seventh St. S.W.
Washington DC 20590

William T Gage,
Executive Office of Environmental Affairs
MEPA Unit-EOEA#9134
100 Cambridge Street
Boston, MA 02202

WP:JGC94-1

EXECUTIVE SUMMARY

Cummins Engine Co. Inc, hereby submits comments on the Draft Environmental Impact Statement Report (DEIS/R) of the Northeast High Speed Rail Improvement Project (NHSRIP), in accordance with the invitation issued by US DOT/RSPA.

While we applaud the general intent to provide cost-effective passenger transportation by fast rail mode, two significant items impact the value of this proposal in our opinion:

(1) 1) The report's conclusion that a locomotive-hauled, electrified train of the X-2000 type is the best equipment alternative for the NHSRIP is not supported by data. Our data, (shown in the table below and in Section 1. attached), do not support that conclusion, and in fact show that technology exists to reach the desired performance with about 1/3 the energy consumption, and less environmental and track damage than the proposal.

The report uses Btu/passenger.mile to compare energy use. This ratio can be confusing, as it mixes measurable units (miles and Btu), with a purely speculative unit (passengers). Trains use almost the same amount of energy, regardless of the number of passengers who elect to ride.

In order to better calibrate the reader, the table below lists gross weight/seat and seat.miles/gallon for a variety of passenger transportation equipment at steady speeds. The proposed 2 Electric Locos are marked *.

Type of Equipment	GVW per seat	Fuel Efficiency
Diesel Motor Train @ 130 mph (6 x Diesel self-propelled cars)	1410 lbs.	450 s.m/gal.
952/953 Bullet train @ 130 mph (9 x Electric self-propelled cars)	1180 lbs.	430 s.m/gal.
Greyhound Bus @ 65 mph	1190 lbs.	280 s.m/gal.
2 x Diesel Locos/5 cars @ 130 mph (Streamlined D/E locos)	3400 lbs.	150 s.m/gal.
* 2 x Elec. Locos/5 cars @ 130 mph (Streamlined Electric locos)	3000 lbs.	150 s.m/gal. *
1990 US auto, @ 65 mph. (CAFE average m.p.g.)	800 lbs.	110 s.m/gal.
Boeing 757-200 airliner @ 600 mph	1100 lbs.	85 s.m/gal.

Section 2. attached, examines energy-efficiency and emissions in detail.

(2) 2) The report does not examine root causes of ground vibration & track damage, or track and catenary maintenance costs. These factors should be included in any evaluation of equipment alternatives.

Section 3. attached, examines these effects in detail.

In summary, our opinion is that the proposal as presently offered does not examine the full range of available technology for a high-speed rail system that will optimize energy usage, environmental impact and safety at a cost which can be justified, but proposes a very expensive system in capital, energy and maintenance costs, with no assurance that ridership will grow to a level that can support such a cost structure.

SECTION 1: EQUIPMENT PRODUCTIVITY:

1. The locomotive was born in 1825, and transformed its world. Its size & weight were essential to 19th century rail technology.
   Today it is a dinosaur that has no place in productive, high-speed rail passenger service, due to the excessive weight penalty associated with the use of a separate, non-payloaded machine to haul a train.

   In order for a locomotive to be able to use full power without slipping in wet weather, it needs to be very heavy, typically requiring a half ton or more on its driving wheels for each ton of trailing weight.

   From this it becomes obvious that if the coach wheels themselves were to provide the tractive effort, the extra weight and power requirement of the locomotive can be saved, with a large increase in productivity.
   This is the principle of all self-propelled passenger railcars, such as subway cars, electric commuter cars, and the Shinkansen "Bullet" trains, operating on the Tokaido line in Japan since 1964. These electrified self-propelled trains, running at speeds of 150 mph, have a 30 year history of performance and safety without equal.

2. The key issue for high speed trains operating on existing routes which involve gradients, curves and other speed limits, is the extra power required to accelerate and decelerate the mass of the train.

   The first selection criterion then is low weight, in order to minimize the accelerating and braking power needed.
   Several examples of technology are in operation in Europe and Japan, utilizing low-weight construction and articulated trucks to reduce the inertia of the train. (The latest Bullet trains, IC-3 diesel self-propelled, and IR-4 electric self-propelled trains are among these)

   The second criterion is having a low center of gravity "passive" tilt capability, providing comfort with safety in a "fail-safe" system. "Active" tilting mechanisms have many inherent failure modes, and the unreliability of such a system was one of the reasons that the British Advanced Passenger Train project was abandoned a decade ago.
   Rolling stock designs are available in the US which have less than half the lbs./seat of an X-2000 train for example, with a corresponding large improvement in fuel-efficiency. These designs also feature a passive tilt system pioneered in North America 3 decades ago, in place of the high C.G. active tilt system of the X-2000 train.
   (Ref: Technical Appendix #1).

3. If the passenger rail system does not avail itself of the best available technology (which by definition implies the most productive, lowest cost technology), it will fail to compete with the alternatives of air and highway travel, which have not stood still for the last 3 decades.
   Both modes have made great advances in this time period; productivity improvements of at least 75% together with major improvements in noise and exhaust emissions, safety, durability and serviceability.
   (Ref: Technical Appendix #2)

SECTION 1. CONTINUED:

4. To summarize the productivity section, a plan of action is suggested:

The essentials are to seek the lightest weight equipment, coupled with the most energy-efficient propulsion system, and specify the performance goals which the total system is to meet, during the design, development and operation phases of the project. Comparisons could then be made between alternative design proposals in the following areas:

- Simulated performance over the actual route profile with realistic speed limits by segment, and calculating:
  - Trip timetable.
  - Trip gross energy consumption.
  - Propulsion equipment duty cycle and load factor.
- Body strength in longitudinal, lateral and corner collisions.
- Stopping distance under service and emergency brake applications.
- Reliability and redundancy, including FMEA's for all systems.
- Collision damage protection and stability features.
- Noise and exhaust emissions under various modes of operation.
- Tunnel and terminal operating modes.
- HVAC system capacities and energy consumption.
- Cost estimates:
  - Design, development and test program costs.
  - Capital costs of equipment and projected life cycle.
  - Maintenance schedule, labor, materials and facility specifications.
  - Overhaul schedule, labor, materials and facility specifications.
  - Track maintenance schedule, including catenary system.

From such data gathering and analysis, (commonly called bench-marking), the most cost-effective, environmentally sensitive and energy efficient system can be specified, and adequate program goals, costs and progress can be effectively set and measured.

The locomotive industry may find it difficult to be unbiased about the optimum high-speed train system design.
The High Productivity Integral Train project (HPIT), initiated by the Association of American Railroads, bears witness to the search for higher productivity within the industry, looking for an overdue paradigm shift.

SECTION 2. ENERGY & EMISSIONS:

3 This section will show data of thermal efficiencies and pollutant emissions of various alternative propulsion modes:

1. The basic efficiency assumptions used in this section are as follows:

Portion of total system	Electric	Diesel/E	Diesel/H
Prime mover thermal efficiency %	35	38.5	40
Prime mover to train efficiency %	89	95	95
Train to wheels efficiency %	85	85	92
Total system thermal efficiency%	26	31	35

Note Diesel/E is a Diesel engine with electric transmission system
Diesel/H is a Diesel engine with hydraulic transmission system.

2. The following emission levels are based on these efficiencies & EPA AP-42 data, assuming the power for electrification is produced 50% by heavy oil-fired plants and 50% by natural gas-fired plants, and the weights/seat indicated in the table.

Train type and Propulsion system.	Lbs/seat.	NOX & CO2 grams/seat.mile.	
Electric Locomotive + 5 cars	3000	0.22	53.7
Diesel/electric Loco + 5 cars	3400	1.12	50.1
Self-propelled electric 9 cars	1180	0.08	18.7
Self-propelled diesel/h 6 cars	1410	0.30	17.7

Although CO2 is not a regulated emission, it is thought to be a prime "greenhouse" gas, a cause of the "warming effect", and therefore of significant concern worldwide.

The Diesel self-propelled has the lowest total emission per seat.mile, about 1/3 of the Electric Locomotive train. It also costs much less.

3. Noise emissions:

At speeds above about 80 mph the wheel/rail emissions dominate the noise emitted by a train to outside listeners.

4 The attached appendix describes potential noise reduction techniques for this type of noise emission, together with commercially available noise reduction devices designed for railway use. A typical noise spec. for a Diesel Rail car (DMU = diesel multiple unit) is also attached, showing that the engine noise requirement at full throttle and low speeds must not exceed 75 dBA at 7.5 meters (25 feet) distance. (Para 1.16.1.6.) This level is comparable to the cooling air blowers on an electric loco.

U.S. Federal regulations allow diesel locomotives a sound level when moving of 90 dBA at 100 feet. This is equivalent to a noise level of 102 dBA at 25 feet, about the same as a jack hammer noise level.
(Ref: Technical Appendix #3)

SECTION 3. VIBRATION & TRACK DAMAGE:

(5) 1. THE MAJOR CONTRIBUTOR TO BOTH GROUND VIBRATION AND TRACK DAMAGE IS THE AXLE LOADING OF THE TRAIN. ATTACHED IS A TECHNICAL PAPER, WHICH CORELATES WITH US MEASURED DATA, SHOWING THAT TRACK DAMAGE INCREASES AS THE 4TH POWER OF THE AXLE LOAD, AND THAT INCREASINGLY FREQUENT AND RIGOROUS TRACK MAINTENANCE IS REQUIRED WITH HIGHER SPEEDS.

2. WHILE NO LITERATURE IS QUOTED, THERE IS EMPIRICAL EVIDENCE THAT THE UNSPRUNG WEIGHT OF THE AXLE ASSEMBLY HAS A SIGNIFICANT EFFECT ON TRACK DAMAGE, OVER AND ABOVE THE GROSS VEHICLE WEIGHT PER AXLE.

THIS IS THE ANOTHER MAJOR DISADVANTAGE OF THE MODERN HEAVY LOCOMOTIVE, HAVING AXLE LOADS OF THE ORDER OF 20 TO 30 TONS/AXLE, COMPARED WITH SELF-PROPELLED TRAINS, TYPICALLY WITH A RANGE OF 12 TO 17 TONS/AXLE.
AS SHOWN IN THE APPENDIX, THE 4TH POWER RULE MEANS THAT AN AXLE WITH A 30 TON LOAD WILL CAUSE 16 TIMES MORE DAMAGE THAN AN AXLE WITH A 15 TON LOAD, OTHER FACTORS REMAINING EQUAL. IN OUR OPINION, ONE OF THE OTHER FACTORS WHICH IS NOT EQUAL IS THE UNSPRUNG WEIGHT, WHICH BECOMES MORE IMPORTANT AS THE SPEED RISES.

US LOCOMOTIVES ALL HAVE VERY HIGH UNSPRUNG WEIGHT AXLES IN ADDITION TO THEIR HIGH AXLE LOADS, DUE TO THE NOSE-SUSPENDED TRACTION MOTOR DESIGN WHICH HAS BEEN STANDARD IN THIS COUNTRY FOR MANY YEARS.
THE SELF-PROPELLED TRAIN HAS MUCH LOWER VALUES OF BOTH AXLE LOAD AND UNSPRUNG WEIGHT, DUE TO SMALLER MOTORS OR BEVEL GEAR AXLES.

RESEARCH IS CERTAINLY CALLED FOR IN THIS AREA TO REDUCE THE IMPACT FORCES OF AXLES ON HIGH-SPEED TRAINS FOR BOTH GROUND VIBRATION PROBLEMS AND THE ISSUE OF HIGH MAINTENANCE COSTS.

THIS IS THE SECOND MAJOR REASON WHY THE LATEST BULLET TRAINS ARE BEING DEVELOPED WITH MUCH LESS WEIGHT AND AXLE LOADING THAN THE FIRST GENERATION EQUIPMENT. TRACK MAINTENANCE COST IS HIGH, AND NEEDS TO BE SIGNIFICANTLY REDUCED FOR A PRIVATIZED OPERATION TO BE PROFITABLE.

THE FUTURE COSTS OF BOTH RAIL TRACK AND CATENARY SYSTEM MAINTENANCE MUST BE TAKEN INTO CONSIDERATION WHEN PLANNING A PROJECT SUCH AS THE NHSRIP, AND THE FINAL DECISION REGARDING EQUIPMENT TYPE MUST WEIGH THESE COSTS.

(REF: TECHNICAL APPENDIX #3)

MC3-11

RECEIVED 1/31/94

Alternative Rating Systems
An Independent Rating Agency
121 Northfield Road, Millington, NJ 07946-1353
Telephone 0-700-DON-FINN

12 January 1994

U. S. Department of Transportation
U. S. Federal Railroad Administration
Attention: Mr. Glenn Coulet, DTS-72
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142 (Tel.: 617-494-2002)

Gentlemen and Gentlewomen:

1. We file comments by this letter in respect of your socalled "Northeast Corridor Electrification Project DEIS/R, EOEA Number 9134."

2. We note, with particularity, that you have failed to respond to our Demand for copies of Comments which FOIA requires you to do on a timely basis. You are stalling!

3. We note that the AMTRAK annual report published today indicates its need for public funds over the next 5 years - just for capital improvements - for about $4 billion, in addition to annual operating subsidies of about $1.6 billion and passenger revenures of about $5 billion - and that the DEIS indicates a $2-3 billion cost for the proposed "electrifcation" project. You simply cannot afford it!

4. After careful study and review with technical experts, we conclude:

(1) A. The DEIS fails to meet the mandates of NEPA, inter alia, because it does not adequately assess reasonable alternatives, adverse environmental impacts, and economic costs.

(2) B. It is but a "bare minimum" attempt to comply with NEPA (in plain laguage, just what you think you can get away with) and is, in fact, a superficial and deficient assessment based on resulted orientated anaylsis and outdated studies. It even fails to note AMTRAK studies on reasonable alternatives!

C. It is, therefore, an abuse of agency "discretion", and constitutes an abritrary, unreasonable and capricious agency action that does not comply with NEPA requirements. See, e.g. NEPA Desk Book, 1989, Environmental Law Institute; ELI New Cases Newsletters 1989-1994; PSC of Colorado vs. Andrus (USDOI), U. S. District Court, Idaho, June 28, 1993.

Sincerely yours,

Donald F. X. Finn

DONALD F. X. FINN, Chairman & CEO

CC: U.S. GAO

CONRAIL

MC3-12

December 3, 1993

Mr. Glenn Goulet, DTS-72
USDOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Subject:
Draft Environmental Impact Statement - Northeast Corridor Electrification
(FILE : Location - RWH)

Dear Mr. Goulet:

Reference is made to the submittal of the Draft Environmental Impact Statement/Report (DEIS/R) for the subject project.

1 Please be advised that Consolidated Rail Corporation has reviewed the document and essentially has no comments. Our operations are mainly north of Attleboro into Boston. Although we would like to insure that sufficient overhead vertical clearance is provided for double-stack or tri-level service we have no service presently of that nature.

Please keep us advised of this project as it develops.

Very truly yours,

J.D. Cossel
Chief Engineer
Design & Construction

2001 Market Street
P. O. Box 41412
Philadelphia, PA 19101

MC3-13

Alternative Rating Systems
An Independent Rating Agency
121 Northfield Road, Millington, NJ 07946-1353
Telephone: 0-700-DON-FINN (Via AT&T)

RECEIVED 1/27/93 grm

20 January 1994

U.S. DOT/FRA
Comments in respect of Draft DEIS/R, EOEA No. 9134:

1 1. We note the failure of the Draft DEIS/R to adequately consider health risks associated with exposure to electric-magnetic fields as studied by Swedish epidemiologists Maria Feychting and Anders Ahibom.

2. Their published studies show a fourfold increase in the risk of leukemia among children who live or travel near electric power lines, transformers, and substations.

2 3. The DEIS fails to refer to the fact that Sweden's National Board for Industrial and Technical Development recognized the elctromagnetic field link to cancer and has acted to set safety standards for new power lines. (We suggest that an inexpensive unipolar magnet can shield those fields. See, e.g., U. S. Patent No. 5,002,068, March 26, 1991 and references cited therein).

Donald F. X. Finn

DONALD F. X. FINN

MC3-14

Comments of
Providence and Worcester Railroad Company
on Draft Environment Impact Statement/Report "DEIS"
Northeast Corridor Improvement Project
Electrification - New Haven, CT to Boston, MA

The following comments are intended to address those portions of the DEIS which discuss the adverse impacts of the electrification project on freight service in Rhode Island and Connecticut. The DEIS discusses the impacts in various locations. These comments are intended to respond to the treatment given freight service throughout the document as well as to respond to specific issues.

Providence and Worcester Railroad Company ("P&W") possesses the permanent and perpetual freight service rights and easements over the Northeast Corridor from the Massachusetts/Rhode Island line to New Haven, Connecticut and limited operating rights from New Haven to South Norwalk, Connecticut. These interests are property rights in the Corridor and provide P&W with unlimited freight service easements. P&W derives its interests and easements on the Northeast Corridor directly from Amtrak. These rights are embodied in various agreements between P&W and Amtrak, the execution of which span a decade, from 1978, when P&W conveyed to Amtrak portions of the Northeast Corridor in Rhode Island to 1988.

Approximately 37 businesses currently receive rail freight service via P&W's operations on the Northeast Corridor. These businesses directly employ a total of approximately 21,803 employees, and in Rhode Island alone are responsible for $419,567,142 in annual wages and $73,210,271 in tax revenues.

1 The DEIS states that the electrification project could have adverse effects on rail freight service and the businesses that rely on such service. It does not, however, offer a thorough or accurate assessment of the impacts and fails to identify or evaluate the mitigating measures necessary to ameliorate the adverse impacts. The DEIS couches the impacts on freight service as possibilities. It is indisputable that freight service will be adversely affected. Moreover, the DEIS does not evaluate the direct, indirect and cumulative economic effects of the electrification project as it pertains to freight transportation.

2 The DEIS mistakenly relies on the Master Plan required to be produced by the FRA at the direction of Congress to suggest mitigating measures. The FEIS cannot abdicate the responsibility to thoroughly address these impacts and identify appropriate mitigating measures prior to approving the commencement of the electrification project.

The projects' impacts on freight service need to be analyzed from at least four perspectives: the impacts on existing freight service and the businesses that rely on it; the impacts on future growth in rail volumes of those businesses currently using rail freight services; impacts on Rhode Island's and Connecticut's ability to attract new industry; and impacts on clearance conditions and the ability to offer modern (double stack and tri-level auto) rail services.

A. Impacts on Existing Freight Service

P&W currently conducts freight service throughout the day in Rhode Island and around the clock in Connecticut. These trains are scheduled around Amtrak's existing schedule. Twenty four percent (24%) of P&W's revenue and forty percent (40%) of its carloadings are generated on the Corridor. Volumes on the Corridor have increased in 1993 45% in Connecticut and 10% in Rhode Island over 1992 levels and major increases in volumes are planned by the industries using freight service. The increased frequency and speed of Amtrak's trains and commuter trains has an indisputable and serious negative effect on P&W's ability to service the 37 current rail users on the shoreline. Amtrak has submitted to P&W a model which purports to evaluate the impacts of Amtrak's operations on freight service. A thorough discussion of the results of the modelling is included in Exhibit A, attached hereto and incorporated herein by reference. Summarizing, the analysis concludes that the delays to freight service are far greater than identified in the DEIS (vol. 1, p. ES-10, 4-33, vol III 9-26).

The modelling exercise demonstrates that even without any delays occasioned by delays or changes in Amtrak's passenger trains, movement of non-revenue Amtrak equipment, maintenance activities, delays or changes in connecting freight trains or at shipper's facilities, freight service cannot be successfully completed with a single crew as is done today. Needless to say, train operations do not function in a perfect world where no delays occur.[1]

1 There was testimony at the public hearing by a former Amtrak dispatcher who contended that there should be adequate capacity for freight trains. That testimony ignored the way freight operations are conducted, failed to account for commuter trains, failed to account for schedule changes or delays in either freight or passenger trains or for the movement of non-revenue Amtrak or commuter equipment which are always given priority by Amtrak dispatchers, failed to recognize the need for switching time, failed to realize that the planning horizon for the project goes far beyond a simple snapshot of today's volumes or activities and was completely in error concerning the availability of bi-directional movements of passenger trains to avoid conflicts with freight trains.

Recrewing a freight train doubles P&W's operating expenses. The delays have repercussions for P&W's entire freight system because of the likelihood of missed connections and the inability to transfer power.

3 The DEIS does not adequately address the impacts on current freight service and fails to make it clear that prior to the electrification project commencing, mitigating measures should be designed and implemented.

P&W estimates that the increased costs of operations on the Northeast Corridor will result in increases of between 14% and 42% in the transportation rates paid by the users of rail freight service. It is highly likely that many current users of freight service will divert to truck or relocate. See, for example, the attached letters from Fortune Plastics in Connecticut and BB&S Lumber in Rhode Island, attached hereto as Exhibit B. The loss of revenue suffered by P&W as a result of these diversions or relocations jeopardizes all freight service on the Corridor. This is so because current freight operations on the Corridor only marginally cover the costs of operations. If any significant portion of operating revenues is lost, without corresponding reductions in cost, freight service is likely to be abandoned.

4 The DEIS incorrectly interpreted correspondence from P&W's General Counsel to the FRA. P&W estimates that approximately 900,000 of current operating revenues would be lost to diversions or relocations. This loss of revenue would make continued operations on the shoreline completely untenable.

Not only will the loss of freight service on the Corridor have a devastating impact on P&W and its ability to continue to provide quality rail service, it would have a devastating impact on Rhode Island's and Connecticut's fragile economy. According to "Purpose and Need for Dedicated Freight Track and Improved Vertical Clearance from Quonset Point-Davisville to Boston Switch", dated October 21, 1993, prepared by the Rhode Island Department of Transportation (hereinafter "RIDOT Need Statement") and submitted during the public hearing, those industries in Rhode Island alone that rely on freight service have the following economic impact to the State:

Direct Jobs	5,142
Estimated Indirect Jobs	10,167[1]
Estimated Direct and Indirect Wages	419,567,142
Estimated State Revenues	73,210,271[2]

1 Based on US Bureau of Economic Analysis, Direct Effect Multipliers for Rhode Island, May 1992

2 Based on an estimated $174.94 of revenue per $1,000 of income

(See RIDOT Needs Staement at p. 12.)

The adverse effect on rail freight service has serious negative ripple effects on the economy. As transportation costs rise due to the project, industries will turn to alternative modes of transportation or leave the area. This, in turn, will result in a decline in real income of residents arising from the higher prices they will have to pay for goods and services and/or losses in income to business owners. This translates into changes in output, employment and wage levels, as well as changes in returns on capital. The use of other transportation modes also mean hastened deterioration of highways and higher road maintenance costs.

5 The DEIS also suggests that construction impacts on freight service would be minimal (DEIS vol. I, p. 34, Vol. III, p. 2-14, 9-28). This is not true. The DEIS does acknowledge that the construction will disrupt the movement of high value overdimensioned cargo that are now permitted to move in special trains at night only. There is also, however, a serious impact on daytime operations. Amtrak has made no provisions for the storage of construction and track equipment. P&W and its customers have already experienced serious disruptions due to Amtrak's storage of project construction equipment on sidings used for freight service. One customer lost a day of production and another was without freight service for three days because of this practice. This impact will only be exacerbated as the construction project progresses. The DEIS should evaluate this thoroughly and identify mitigating measures such as the construction of additional track capacity for storage.

6 P&W has identified the measures that are necessary to preserve freight service on the Corridor in Rhode Island and Connecticut as follows:

Construct a third track with vertical clearances of 20'7" above top of rail ("ATR") for freight trains from Boston Switch (M.P. 168.53) to Davisville, Rhode Island (M.P. 190.23).

Construct passing sidings between Davisville and New Haven at the following locations:

Kingston	Westbound	1 mile
Westerly	Westbound	1 mile
Waterford	East & Westbound	1.5 miles
Old Saybrook	East & Westbound	4 miles
Clinton	Eastbound	1 miles
Guilford	East & Westbound	2 miles
Branford	Westbound	1.5 miles

Maintain vertical clearances of seventeen feet (17') ATR and horizontal clearance to handle existing maximum car widths of twelve feet eight inches (12'8") from Davisville to New Haven for the movement of over dimension cargo.

7 Design modifications such as the relocation of catenary pole lines to permit the construction of additional track capacity and adjustments to track alignment should occur immediately. Freight train operating speeds should be increased to 50 m.p.h. To accomplish this, Amtrak's Special Instruction No. 35-S4 which defines trains carrying 25% or more cars loaded with aggregates as mineral trains must be modified since the special instructions limit the speed of manual trains to 30 m.p.h. and most of P&W's trains fit into this category.

B. Future Increased Use of Rail by Current Freight Users

The DEIS states that any new freight operations may be restricted to nighttime (vol. I, ES-10, 4-33, vol. III, 9-26.) This restriction has an impact on the ability of existing rail users to grow, as well as on the ability of the region to attract new industry. Again, the DEIS does not evaluate the direct, indirect and cumulative effects of this restriction. The problems associated with restricted nighttime service are discussed further in the section immediately below.

8 In light of the inability to move current volumes of freight on the Corridor due to the impacts of electrification, clearly there is no capacity to handle anticipated increased volumes generated by current users, which volumes will require additional switching time and additional trains.

9 P&W projects a 51% increase in current regular local freight carloadings by 1997 in Rhode Island and a 245% increase in Connecticut. It is entirely inappropriate to consider the electrification project's impact on freight service by evaluating solely the level of usage now made of the Corridor. Many of the businesses using rail freight service expect to increase their business significantly. Clearly, these businesses increased freight needs must be met.

10 Unfortunately, based on Amtrak's own projections of usage on the Corridor, there is no capacity for increased freight usage unless mitigating measures are provided. The inability to operate additional trains in daytime windows precludes the ability of Rhode Island to accommodate future expansion by existing users. This limitation will have a cumulative effect on the region's economy and should be thoroughly examined.

C. Impacts on New Industry

Clearly, no capacity will exist without mitigation measures to permit new rail oriented industry to locate at sites along the

11 Corridor. No evaluation has been made of the ability to install switches for industry requiring freight service off the electrified territory. The DEIS states that any new train service would be required to operate at night. Nighttime operations have unacceptable consequences: P&W's costs of operation rise significantly and these costs will be passed onto the user. Nighttime service also raises shipper's costs by requiring them to add additional shifts to off load rail cars and make other costly changes to their operations to adjust to nighttime deliveries. Nighttime service has implications for the safety of personnel switching the cars, as well as those unloading them. Nighttime service would result in significant delays in moving product in and out of industry. Currently, P&W places rail cars at the customer's facility within approximately twelve hours of the shipments' arrival on P&W's system. Nighttime operations would double or triple the delivery time. Nighttime switching operations will also have an adverse effect on noise levels to surrounding residential.

Nor can it be assumed that the windows to operate freight trains at night will be available. It is undisputed that, due to the heavy use of the Corridor during daylight hours, all maintenance activities of the track, signals and catenary system, will occur at night. These maintenance activities result in track outages and extensive delays. P&W currently experiences significant disruptions in its nighttime service in Connecticut due to Amtrak's maintenance activities which are uniformly given scheduling priority over freight train movements.

The availability of dependable and flexible freight rail service is a critical component of Rhode Island's economy and the future economic development potential of southern New England. According to local zoning maps, over 1,400 acres of industrially-zoned land abuts the Shoreline in Rhode Island in the five communities between and inclusive of Providence and North Kingstown (excluding the Quonset Point/Davisville Intermodal Center in North Kingstown). There are 1,300 acres of prime industrial land at the Intermodal Center, of which approximately two-thirds (800 acres) is vacant and useable for development. This 800 acres represents approximately 45 percent of the state's approximately 1,750 acres of vacant prime industrial land (RI State Guide Plan Industrial Land Use Plan, Element 212, Appendix E May 1990 and Davisville Base Reuse Committee). See RIDOT Need Statement at p. 7. The Quonset Point-Davisville facility has the necessary infrastructure and space needed to establish it as one of the premier industrial, transportation and distribution hubs on the East Coast. Prime industrial land is defined in the Guide Plan as industrial-zoned land with utilities present and no environmental constraints. Approximately 38 percent (500 acres) of the 1,300 acres of prime industrial land at the Intermodal Center directly abuts the installation's 26 mile internal rail network served by Seaview Transportation. The internal network is connected to the Shoreline. The Shoreline provides rail

access throughout New England and the United States via Boston Switch, located in Central Falls, 22 miles north of Quonset Point/Davisville.

Without adequate capacity to operate freight trains in an efficient and cost effective manner, the ability of the region to attract new industry is severely restricted.

The DEIS does not meaningfully evaluate the cumulative economic effect that restrictions on elimination of freight service has on the region. The DEIS points to the State of Rhode Island's plans to develop a commercial port at Quonset Point. The economic development potential for Davisville/Quonset Point includes but is much broader than port activities. See RIDOT Needs Statement.

D. Clearance Conditions

(12) The DEIS states that Amtrak plans to maintain the current published vertical clearances under overhead bridges on the Corridor. This approach is contrary to applicable law and has far reaching consequences for the region's economy.

Amtrak's proposal seeks to reduce clearances on the Corridor to the lowest common denominator. Currently 16 bridges between Boston Switch and Davisville have adequate clearance to move tri-level auto cars or double stack container trains. Of the remaining 42 structures, 11 have a clearance deficiency of less than one foot. Twenty six bridges are deficient by less than two feet. Amtrak proposes to reduce existing clearance conditions to the lowest common denominator of 16'2" - 16'8" and foist on the States and/or P&W the responsibility for remedying not only existing clearance deficiencies but also the new deficiencies created by Amtrak. Only two of 42 bridges are at the 16'2"-16'8" point.

Amtrak contends that it has the right to modify existing clearance conditions on the Corridor based on an understanding reached between it and Conrail more than a decade ago. At that time, Conrail agreed to a clearance envelope that today does not allow modern rail service. Conrail's agreement, made before modern rail cars were even being considered, does not bind P&W. P&W's operating rights on the Corridor are derived directly from Amtrak and are not dependent on any preexisting arrangement with Conrail. It makes no sense to be wedded to a decision that was made a decade and a half ago when today the types of cars sought to be introduced are moving on rail lines all over the country.

The DEIS does not raise the issue of whether Amtrak's position is sound or lawful. Reducing existing clearance conditions to the lowest common denominator is an unreasonable and impermissible interference with P&W's easement rights. It is apparent that unless clearances are modified in the context of the electrification project for both freight service and passenger

service, these improvements will never be accomplished. To accomplish subsequent clearance improvements at some time in the future after the completion of the $3.0 billion dollar electrification project would result in rebuilding the catenary system and significantly disrupting passenger service due to track outages necessary for undercutting.

(13) Several studies have been done evaluating the economic impacts of modern rail service to the Davisville/Quonset Point facilities in Rhode Island. The results of the studies are summarized in the document "Purpose and Need for Dedicated Freight Track and Improved Vertical Clearance from Quonset Point - Davisville to Boston Switch" prepared by the Rhode Island Department of Transportation which has been submitted.

(14) The DEIS contends that the port facilities at Davisville/Quonset Point would be in competition with port facilities in the New York City area. While it is true that Davisville/Quonset Point would offer services similar to other east coast ports, it is not true that Davisville/Quonset Point would compete with New York ports. This fact was confirmed in conversations with New York port officials. The reference to such competition should be stricken from the document.

(15) The DEIS fails to discuss the appropriate mitigating measures to address the impact of the project on clearance conditions. P&W strongly urges that the third track necessary to provide freight service with adequate track capacity be required to have clearance of 20'7". This measure would eliminate the need to clear both the catenary system and freight car requirements above the same track. In the alternative, Amtrak should be required to restore all existing clearance conditions and work with the State and P&W to remedy existing deficiencies on any portion of the Corridor between Boston Switch and Davisville which will be shared by freight and passenger service.

(16) It is not even true that Amtrak is planning to maintain existing advertised clearances. Amtrak plans to reduce clearances to 16'2" to 16'8". P&W currently moves over dimensioned cargo between New Haven, CT and Davisville, RI of 16'10". Until last year, it moved Plate F-17' high cars until Amtrak unilaterally and without notice, reduced the clearance by raising the track under Millstone Point Road. Clearly to protect existing freight traffic, Amtrak must restore the 17' clearance on this route.

Summary

(17) The DEIS states that 330 new permanent jobs are expected to be created and some modest (when compared to the no-build alternative) reductions in emissions will be achieved by the project. FRA's Draft Master Plan states that Amtrak will realize a net revenue increase of $38 million dollars if projected ridership levels are reached. The failure of the DEIS to

thoroughly evaluate the direct, indirect and cumulative negative economic impacts on freight transportation and to identify mitigation measures for freight service has far reaching economic consequences.

The current users of freight service employ 21,803 people. In Rhode Island alone, these employers generate $419,567,142 in wages and $73,210,271 in tax revenues annually. Absent mitigation measures rail freight service is threatened on the Corridor. The loss of freight service will definitely lead to the closure or relocation of many current freight users. Moreover, the lost economic deveopment opportunity costs created by the failure to require appropriate mitigating measures are enormous.

It has been estimated that 16,340 - 22,000 jobs would be generated or retained and $545 to $478 million dollars in annual economic impact would be generated if appropriate mitigation measures are required. See RIDOT Needs Statement.

The FEIS must evaluate this issue in a comprehensive matter before the electrification project is permitted to proceed.

MC3-15

FOUNDED 1844

November 29, 1993

Mr. Glenn Goulet
Project Manager, Volpe Center
John A. Volpe Transportation Systems Center
Kendall Square
Cambridge, MA 02142

RE: Draft Environmental Impact Statement/Report (DEIS/R)

Dear Mr. Goulet:

Please consider this letter as supplemental comments on the DEIS/R. You are already in receipt of extensive written comments of Providence and Worcester Railroad Company.

At the public hearings on November 17 and 18, 1993, there was considerable testimony by boat owners and others concerning the impact of the high speed project on moveable bridge raisings to make way for vessel traffic. In my oral testimony at the hearing in Old Saybrook, Connecticut I stated P&W's concerns about the failure of the DEIS to address the impact of moveable bridge raisings on the narrow windows for freight train operations. Moveable bridges are located on the Thames River, Shaws Cove, Niantic River, Connecticut River and Mystic River. P&W has requested that computer modelling for freight trains include the impact of bridge raisings but has not been supplied any such data.

We are concerned that the heavy passenger schedule, including time required to provide appropriate headways, will require that the bridges be raised for vessel traffic during the windows for freight train operations. This interference with freight train operating windows has a cascading affect on the ability to accomplish freight service.

As my earlier comments reported, P&W is projecting a 245% growth by 1997 in its freight service from existing customers only, on the shoreline in Connecticut. This does not include additional

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demand for freight service from any new industry which might locate in the region.

(1) I would urge you to thoroughly evaluate the impact of moveable bridges on freight service and would urge that coordinated operations be pursued with the Corps of Engineers or other agencies with jurisdiction over the bridges.

With the few remaining opportunities for freight service in this territory, any negative impact on the window will severely restrict P&W's ability to service industries along the shoreline, even more so than is already projected.

Very truly yours,

Heidi J. Eddins
General Counsel

HJE:wk

MC3-16

FOUNDED 1844

December 7, 1993

Mr. Glenn Goulet
Project Manager
Department of Transportation
John A. Volpe Transportation Center
Kendall Square
Cambridge, MA 01142

RE: Draft Environmental Impact Statement
Northeast Corridor

Dear Mr. Goulet:

Enclosed is a feasibility study along with plans describing the proposed third track between Boston Switch in Central Falls, RI and Davisville, RI. The feasibility study prepared by Gannett Fleming/LSTS discusses two alternatives.

1 Alternative 1 provides for a continuous third track over the entire twenty-two miles with improved overhead clearance of 20'-7" ATR. This alternative was found to be feasible as stated on page 8. Alternative 3 as described in the study provides for a third track for part of the distance and use of the mainline and passing sidings for the remainder. Alternative 3 does not represent an efficient solution to freight service to Davisville. It will require reverse movements against the normal direction of travel and freight use of this line will be extremely restricted.

The study mentions 69 bridges between Boston Switch and Davisville. Forty-three bridges require clearance improvements. A list is enclosed describing the bridge locations and their existing clearance.

There are seven locations between Davisville and New Haven where passing sidings are required in order to minimize the impacts on freight service during construction and with increased commuter and intercity service. There are no current plans showing the sidings although the locations listed below are where additional tracks existed in prior years.

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Kingston	Westbound	1 Mile
Westerly	Westbound	1 Mile
Waterford	East & Westbound	1.5 Miles
Old Saybrook	East & Westbound	4 Miles
Clinton	Eastbound	1 Mile
Guilford	East & Westbound	2 Miles
Branford	Westbound	1.5 Miles

Amtrak and the FRA have been made aware of the requirement for additional track capacity between Boston Switch and Davisville as well as the passing sidings in Connecticut. The P&W currently moves over-dimensional cars up to 16'-10" ATR and historically has moved cars with a 17'-0" height between New Haven and Groton. This Plate F dimension has existed up until May 1992 when Amtrak rejected a 17'-0" car destined to Davisville via New Haven because the clearance under Millstone Pt. Road had been reduced due to track surfacing. Amtrak should be required to restore the 17'-0" clearance between New Haven and Davisville and maintain that clearance after electrification.

Also enclosed is a listing of freight customers which will have freight service adversely impacted by the construction and proposed increased passenger service on the Northeast Corridor.

If you have any comments or questions please call me at (508) 755-4000 x 254.

Sincerely,

P. Scott Conti
Engineering Manager

PSC/lss
cc: HJE

MC3-17

FOUNDED 1844

RECEIVED DEC 17 1993

December 15, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dear Mr. Goulet:

It is my understanding that the comment period for the Draft Environmental Impact Statement has been extended. Due to the references in the DEIS about the FRA's Master Plan, I felt it was important to submit to you P&W's comments on the draft plan so that you can achieve a better understanding of the plan's deficiencies relating to freight service. I would ask that these comments be added to the comments on the DEIS.

Very truly yours,

Heidi J. Eddins

Heidi J. Eddins
General Counsel

Enc.

cc: Mark Yachmetz

HJE:wk

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MC 4-1

RECEIVED DEC 2 1993 MEPA

ALAN R. CRIPE
4511 MENOKIN ROAD
RICHMOND, VIRGINIA 23225

November 26, 1993
File :DEIS/R 001

Mr. Glen Goulet, DTS-72
US DOT/ RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

SUBJECT : Draft Environmental Impact Statement, Northeast Corridor Improvement Project - Electrification New Haven, CT - Boston, MA

Dear Mr. Goulet :

Persuant to the " Notice of Intent to File a Draft Environmental Impact Report (DEIS/R)" by the Federal RailRoad Administration (an undated document) I, Alan R. Cripe a United States citizen, hereby give notice , and objection to the unreasonably short period of time given for "written comments" on the documents, to wit , by December 3, 1993.

To support my objection I offer the following evidence:

1.) On October 11, 1993 I called the office of Mr. Marc Yachmetz to request a copy of the Draft Environmental Impact Statement Report , and reached a Mr. Mongini who took my request for copy of the report in the absence of Mr. Yachmetz
2.) About 2 weeks later, not having any response , I called Mr. Yachmetz' office again and left a voice mail message and a second request.
3.) A week later, still having no response I called a third time and left yet another message and request on the voice mail recording.
4.) In the second week of November I received Volume One of the DEIS/R and then learned from that document that there were three volumes . Since Volumes II and III were missing I was impossible to evaluate the technical back-up in any way.
5.) Whereupon, having had such poor response from The FRA in Washington , I called you in Cambridge and finally received Volume III on November 17, 1993 less than 24 hours before the hearing in Old Saybrook.

Under these circumstances it is unreasonable to expect anyone to read the 782 pages of Volume III , much less study and analyze the data in time for the hearings or to be able to thoughtfully respond by December 3, 1993. (I have yet to receive Vol. II.)

These actions appear barely responsive , arbitrary and capricious to my legitimate and timely requests for the necessary documents. If not a violation of the law, it certainly violates the spirit of the law and gives the impression that public comment is not in any way encouraged or facilitated.

Therefore I hereby request a delay in the deadline on written comments for all parties until January 15, 1994 .

Very truly yours,

Alan R. Cripe

Alan R. Cripe

MC 4.2

RECEIVED

January 20, 1994

George Haikalis
Transportation Consultant
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New York, NY 10012
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Albert L. Papp, Jr.
Transportation Consultant
121 Northfield Road
Millington, NJ 07946
(908) 647-6659

Mr. Glenn Goulet, DTS-72
U.S. Department of Transportation / RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142-1093

Dear Mr. Goulet:

We are submitting some final thoughts on technical issues raised by Amtrak subsequent to our written testimony placed into the official record on November 18, 1993 at Old Saybrook, Connecticut dealing with the proposed Northeast Corridor Improvement Project (NECIP) electrification project from New Haven to Boston. We request that they become a part of the official public record commenting on the Draft Environmental Impact Statement/Report (DEIS/R).

At the outset, let us state that the responses presented are solely those of the co-authors and that we have received neither compensation, transportation fees nor other renumeration from any source either for the paper we have written and submitted into the official public record during hearings on the DEIS/R or for any other subsequent comments offerred. In point of fact, the co-authors personally have expended considerable effort in this endeavor as a public service in order to set right certain long held perceptions -- myths as we have termed them in our paper -- that are now being accepted as "givens" by so many of the publics involved in the upgrade of Amtrak's New York to Boston intercity rail passenger service.

An Amtrak spokesman claims, rightly so, that this important project is "...being funded almost entirely by the federal government." Then the corollary response must be that the taxpayers have the right, if not the obligation, to investigate, analyze, and suggest alternative solutions if they can be demonstrated to be more cost effective, while still meeting the project's defined goals -- in this particular situation the attainment of a three hour New York to Boston express timing. It is in this spirit in which our research was conducted and recommendations were offered. But in no way should our conclusions -- admittedly controversial as they are -- be construed as detracting from the Clinton Administration's clearly defined goal of strengthening and expanding our nation's passenger rail system.

Our premise remains that the electrification of a sinuous 120 year old right-of-way -- equipped with inappropriate, heavy and expensive European derived (but American manufactured) trainsets, for which Amtrak is now soliciting bids -- in the expectation of realizing a 3 hour New York-Boston schedule, cannot be cost-justified. We believe that a 3 hour travel time will still be too lengthy to capture significant traffic, mainly from the airlines, and that the premium fare levels envisioned -- similar to existing New York to Washington Metroliner levels -- will be too expensive to attract motorists from the interstate highway system. Competitive factors have changed so dramatically since this electrification project was conceived that Amtrak must now face the challenge of providing an even more marketable service -- for the 21st century -- rather than focusing on the rehabilitation of a twisting, outdated 19th century infrastructure.

Specifically, Amtrak has dismissed -- we believe incorrectly -- as impractical and too costly not only the <u>short-term solution</u> of using turbine powered trains from New York to Boston (achieving the trip time goal of 3 hours or less) but also <u>longer term concepts</u> which involve the construction of a bypass line -- most likely electrified -- that clearly offers the best opportunity to realize substantial time savings. We used a turbine train as a proxy because they have existed or do exist in Amtrak service today and, with judicious development, could permit significant schedule reduction without the burdensome expense of electrification. This direction has been clearly noted by a recent Federal Railroad Administration grant to the State of New York to upgrade one of Amtrak's Turboliners to 125 mph service. Even more recently, VIA Rail, Canada, has announced plans to re-equip two of its diesel LRC (Light, Rapid, Comfortable) locomotives with gas turbines, and if tests are successful, another 18 could receive similar treatment.

First, Amtrak states "...that there is no turbine-powered train operating today that could provide reliable three hour service."

This is an excellent example of a true statement but, while technically correct, fails to mention that Amtrak scrapped three such prototype trains in the late 1970's, that were designed -- and equipped with gas turbine engines -- by United Aircraft Corporation (UAC) in Connecticut. The Empire Corridor Turboliners have been in service for almost 20 years and seem to be well accepted by their riders, while their French equivalents continue to provide reliable passenger service on non-electrified routes throughout that nation.

Over 25 years ago, in late 1967, a UAC TurboTrain demonstrated -- in an actual test run -- the ability to achieve a 3 hour New York to Boston schedule over the tracks of the then dilapidated New Haven Railroad, four years before Amtrak's formation. An actual 2 hour and 36 minute journey time was recorded from Boston to Woodlawn Junction and, after another 20 minutes was projected in order to reach Grand Central Terminal along with 4 minutes for possible delays, a 3 hour schedule was deemed achievable.

Beginning on April 8, 1969, with service on the former Penn-Central railroad, and concluding in September 1976, during the Amtrak era, these remarkable American designed and built trains were scheduled from New York to Boston in as little as 3 hours and 39 minutes, the fastest available service ever to be offered to the fare paying public on this route -- and one that Amtrak cannot match even today, despite dramatic improvements in both track and signaling. The DEIS/R omits any historic reference to these trains as well as a much improved version, TURBO III, that was formally presented to Amtrak in 1989.

The key to the TurboTrain performance can be traced to its aerospace design heritage -- a low slung, low center-of-gravity, lightweight but strong, articulated, tilt-body, guided axle trainset. Features which this train introduced to the New York-Boston route have yet to be duplicated in their entirety by either the highly praised Swedish X-2000 or the German ICE which Amtrak placed in experimental service on the New York to Washington run during 1993. Both these trains have a high center of gravity that is comparable with the current Amfleet equipment that Amtrak employs as the backbone of its intercity fleet in the Northeast Corridor. While the X-2000 has a tilt body suspension and guided wheel axles (both features introduced by the UAC TurboTrain in 1967) for smooth running through curves and the improvement of passenger comfort, it still is not as easy on the track structures as a lighter weight, lower suspended train due to its higher center-of-gravity.

Unfortunately, Amtrak has yet to conclusively demonstrate -- other than by computer simulations -- that an as-yet-to-be-built high speed electric train is any more capable of meeting a 3 hour New York-Boston schedule than was the original TurboTrain 25 years ago. The New York-Washington corridor topography is relatively straight compared with the meandering "shore line", and the success by both the X-2000 and the ICE on that run in attaining a 3 hour or less running time is no guarantee of similar performance levels on the New York-Boston route.

Reliability of the UAC TurboTrain was quite good in its early years of operation when maintenance was handled by United Aircraft personnel. During the first 27 months in operation, the train recorded a 70% on time performance and a 96% availability factor. UAC had not received any more orders for its TurboTrain -- despite that company making a written proposal to Amtrak on September 22, 1972 for four 5 car trainsets with upgraded Voith hydrodynamic transmissions along with penalty payments if the trains failed to meet specific performance criteria -- and exited the business in 1974 thus leaving Amtrak with three orphan trainsets that were still in a continuing development stage. In 1976, these innovative unit trains were withdrawn from service; however, VIA Rail, Canada, continued to operate their three 9 car sets until October 30, 1982.

On April 6, 1989, the Coalition of Northeast Governors (CONEG) released their "High Speed Rail Task Force" report concluding that "While electrification...remains a long term goal...Turbo propulsion is a proven technology that offers such an alternative"... "costing less than full electrification...", that "Trains equipped with turbines and 3rd rail traction, would also eliminate the need for a locomotive change in New Haven.", and finally that "Improvements to the existing right-of-way could reduce travel time but would require sensitivity to the needs of the present users."

Later in 1989, a proposal was submitted to Amtrak in the aftermath of the CONEG report detailing an updated version of the TurboTrain, called TURBO III. Despite discussions with Amtrak that pointed out the considerable cost savings possible with a fleet of TURBO III trains -- which could meet Amtrak's 3 hour New York-Boston trip time goal -- the national passenger carrier pursued its own agenda, ignoring the less expensive CONEG recommendations, and focusing on the electrification project as embodied in the Draft Environmental Impact Statement Report (DEIS/R).

Second, Amtrak states that it has examined several alignment "...alternatives in depth and neither is feasible, or desirable."

Competition in the 1990's and beyond will be fierce, and only the most time saving and value oriented transportation modes will flourish and survive. A close examination of the high-speed rail infrastructure improvements occurring elsewhere may provide insight as to what must be accomplished in the Northeast Corridor to achieve a prominent level of market penetration. Taken at face value, then, Amtrak's statement is in contradiction to high-speed railroad construction activities in both Europe and Asia where population densities exist far in excess of those in southeastern Connecticut. To cite but two examples, the recently opened TGV Nord high-speed line between the outskirts of Paris and Lille is twinned for over 80 miles with the Autoroute du Nord, while the soon-to-be-built Cologne to Frankfurt Neubaustrecke will be parallel to an existing Autobahn. This latter alignment took over 15 years to site, concluding in 1989, and was carefully crafted to minimize land takings, incursions on nature parks and noise propagation.

Amtrak's own study, as detailed in the DEIS/R, concludes that "... a new high speed rail alignment along the Interstate-95 corridor between Old Saybrook, CT and East Greenwich, RI." would save an impressive 20 minutes in travel time but would cost between $2.8 billion and $3.6 billion (1991 dollars) above both the projected right-of-way improvements and electrification now envisioned for the existing main line north of New Haven, while taking "...8 to 14 years..." to complete. Of course, this or any other proposed alignment will be expensive and time consuming to build, yet to remain competitive in the 21st century, this is <u>exactly</u> what the passenger carrier needs to construct -- yes, probably electrified -- to sustain the necessary high speeds involved.

Is the United States of America incapable of devising a high-speed rail link that will be the equal of, if not surpass, other nations' achievements in this field of technology?

The key competition question, which neither Amtrak nor the Federal Railroad Administration seems willing to address, is why spend a billion plus dollars on a project which, at best, will no more than duplicate the current New York-Washington Metroliner trip time of 3 hours and which allows airline shuttle traffic to record a substantial -- if not commanding -- 55% of end-point passenger traffic flow on this, the heaviest of U.S. corridor routes? While Amtrak claims 45% of the New York-Washington air/rail market, their high-speed, time-sensitive, premium fare Metroliners have secured only about a 15% share of the end-point trips, while the slower, less costly conventional trains have captured about a 30% segment of these journeys. Clearly, price is an important, if not the dominant, factor in the intercity rail travel market. **If Amtrak is to be competitive with air travel in the New York-Boston market, a new alignment that produces a 2 hour to 2 hour 30 minute or less end-point schedule is essential.**

And if the DEIS/R is to be believed, **"Implementation of the electrification project will have a limited effect on automobile traffic..." with its modal share declining from 74.5% in 1993 to an anticipated 72.3% in 2010, but with total trips increasing from 13.4 billion to 15.6 billion.** Yet, if a significant emission reduction is to be accomplished, the reduction in automobile traffic should be the target. European experience demonstrates that a truly fast, frequent, and convenient rail alternative can act as a magnet and draw travelers from their motor vehicles over short distances, witness the French Paris-Lyon TGV (that nation's heaviest corridor) and the German Hamburg-Frankfurt ICE. On that latter 320.5 mile corridor, the introduction of hourly ICE service in June 1991 reduced schedule time from 4 hours, 37 minutes (a speed of 69.4 mph) to 3 hours, 25 minutes (a speed of 89.4 mph). Importantly, the rail share of that corridor recorded a significant 11% growth (from 28% to 39%), while the airline share decreased 7% (from 34% to 27%), and the automobile share decreased 4% (from 38% to 34%). Clearly, the rail mode dominates this important market and demonstrates that vehicle traffic can be reduced.

The DEIS/R suggests that the main goal of the electrification project is to reduce airline trips -- from 3.5 million (19.6% modal share) in 1993 to an anticipated 2.3 million (10.9%) in 2010. The airline industry will progress technologically too, and it is not unreasonable to project that short take-off and landing (STOL) aircraft, allowing helicopter-like access to central city cores, might well be operating by the first or second decade of the twenty-first century.

Third, Amtrak states that "These turbine trains...provide extremely slow acceleration and are extremely noisy and generate considerable exhaust."

Trains are quick or slow to accelerate based solely on physical characteristics, principally the horsepower to weight ratio, frictional coefficients between wheels and rails and aerodynamics. The rapidity of acceleration has nothing to do with the type of prime mover employed. As an example, the UAC TurboTrain was equipped with 3300 horsepower for traction which, when compared with a maximum loaded weight of 128 tons, equated to a 25.8 horsepower per ton (hp/ton) ratio permitting that train to accelerate from a standstill to 160 mph in less than 5 miles in less than 3 minutes. As a comparison, the electric powered Swedish X-2000 has only 11.5 hp/ton and this accounts for an acceleration rate that is only equivalent to Amtrak's current 5 car Metroliner which has a 12.9 hp/ton ratio.

A new generation TURBO III will have a projected 15.3 hp/ton ratio in a 9 car formation with smooth aerodynamics to enable it to exceed Amtrak performance requirements and any of the heavier European rivals the passenger carrier has under consideration. **Using on-board gas turbine propulsion, coupled with lightweight high-strength fabrication, and weighing 44% to 47% less than Amtrak's current electrically powered Metroliner or the European contenders that rely on fossil fueled or nuclear based central station power, TURBO III will consume 50% to 65% less energy with a concomitant decrease in measurable pollutants produced.**

For the New Haven-Boston electrification, most of the added power will be produced from utility generating plants using fossil fuels -- oil and natural gas-fired boilers, and combustion turbine peaking plants. The oldest and least efficient units are added to the system during periods of high electrical demand, but coincidentally -- and unfortunately -- these are the same time periods when high-speed trains are likely to operate.

Analysis suggests that a fleet of turbine powered trains produce quantifiable savings, not only in the cost of fuel, but also in the level of emissions produced. A modern gas turbine engine, whether stationary or mobile mounted, is one of the cleanest power sources available, as witnessed by electric utility companies purchasing combined cycle units in ever increasing amounts. These plants utilize the waste heat from a gas turbine exhaust to heat water turning it into steam for use in a conventional steam turbine that turns a generator to produce electricity.

Fourth, Amtrak states that the "... use of non-electric locomotives would require Amtrak to change locomotives in New York Penn Station." Further, "...the need to move locomotives between... Sunnyside Yard in Queens and Penn Station would severely affect efforts by Amtrak, Long Island Railroad and New Jersey Transit to increase service to and from New York."

A close examination of turbine operational capabilities suggest that this argument is a spurious one. Amtrak intends to route all Boston-Washington trains through New York Penn Station if the New Haven-Boston electrification is completed. So, too for the operation of turbine trainsets; however, south of New York these unit trains would not use electricity from the overhead electric catenary distribution wire, rather, they would continue on gas turbine power. Contrary to Amtrak's assertions, this would not be a wasteful procedure, for it can be demonstrated mathematically that, as detailed above, TURBO III would consume less energy and emit less pollutants than an electrically operated train. Electric locomotives, now operating on Metroliner schedules, that may be displaced from the use of turbine trainsets could, in turn, replace older Amtrak electric locomotives or be sold to commuter operating agencies at price that may justify their continued usage.

There is considerable precedent for this type of operation. When Conrail was formed on April 1, 1976 from the ruins of several bankrupt eastern railroads, it almost immediately ceased running electric freight locomotives -- it did this for economic reasons alone -- and substituted modern high horsepower diesel freight locomotives. Today, the state of Maryland operates diesel locomotive hauled commuter trains from Washington D.C. to Baltimore -- even though it has the existing Amtrak electrification available for use -- because the economics of such a regime are favorable. As a state agency responsible to its taxpayers, it must operate in a manner that minimizes the amount of state subsidy it requires. And even Amtrak operates its Atlantic City, New Jersey to Richmond, Virginia expresses with diesel power throughout this line. Both New Jersey Transit and Metro-North continue to use diesel locomotives in their commuter operations as well.

Therefore, the operation of through Boston-Washington turbine trainsets is not precluded, and the specter of the locomotive change and the subsequent need to move those locomotives to Sunnyside Yard is made moot. In point of fact, turbine trainsets will not have "locomotives" as such, but will be bi-directional permitting quick turnaround times, if a schedule is so timetabled. Indeed, all of Amtrak's 7 Empire Corridor Turboliners are also bi-directional and are routinely serviced between trips -- and stored -- on running tracks within New York Penn Station. These French designed trainsets are not transferred to Sunnyside Yard for maintenance and do not impede either the Long Island Railroad or New Jersey Transit trains.

Concerns have been voiced by interested parties as to the methods in which a turbine train would remain in compliance with New York's strict prohibition against operation of fossil fueled trains within tunnels. These trains will be equipped with what is known as third rail electric shoes to permit through running from points north of New York to points south of New York as described earlier. The original UAC TurboTrain operated to both New York's Grand Central Terminal and Pennsylvania Station by being fitted with electric third rail pick up shoes during the seven years it was in service.

Dual-powered locomotives have been routinely operated in the New York City metropolitan area since the late 1950's. The New York, New Haven and Hartford Railroad purchased 60 diesel electric/electric engines between 1957-1960 and the majority of them are still in commuter service north of New York City. Of course, the previously mentioned Amtrak Turboliners -- equipped with third rail electric pick up shoes -- ran into Grand Central Terminal until April 1991 and subsequently have been running into Penn Station. Within the last year, Amtrak placed an order with General Electric Company for 10 dual-powered locomotives for operation on both its electrified and non-electrified trackage, apparently satisfied that the concept remains a viable solution to the New York City access problem.

Fifth, Amtrak states that it plans to replace its Turboliners "...in New York Empire Service...with conventional diesel locomotives as soon as replacements can be found."

This statement stangely ignores the initiatives announced by Governor Mario Cuomo on November 9, 1993 at a press conference held in New York City. Proposed is a $992 million program to to upgrade roadbeds and signaling in the "Empire Corridor" in order to permit a 2 hour New York-Albany schedule and a 6 hour New York-Buffalo timing. Importantly, the state of New York has received a $3 million grant from the Federal Railroad Administration to equip one of Amtrak's Turboliners -- the very same type of train that Amtrak is trying to replace -- with more powerful turbines and a redesigned interior to test sustained 125 mph operation. Apparently the state of New York has markedly different opinions about the future of gas turbine propulsion than Amtrak.

We have attempted to address the significant issues involved in the Northeast High Speed Rail Improvement Project that have given interested parties cause for concern regarding its ultimate success. To summarize, we feel several thought provoking questions must be answered prior to full federal endorsement and the award of construction contracts:

1. Will the attainment of a 3 hour New York-Boston trip time be competitive with airline shuttles and the convenience of the interstate highway network in the 21st century?

2. Can the electrification of a 19th century curving infrastructure be cost justified when at least three other alignments (one using an abandoned track bed and the others on completely new headings) offer the longer term potential of a significant trip time reduction in the 21st century?

(3) 3. If an updated, proven American designed train can meet Amtrak's 3 hour trip time goal in the short-term -- as it did 25 years ago -- should not this avenue be more fully explored, while pursuing longer-term options -- including electrification of alternative routings -- that have the capability to permit Amtrak to offer an even more marketable service in the 21st century?

We know that this process has been a long and arduous process for all involved. We acknowledge that this is an important project not only for Amtrak and the FRA, but also for the future of the high-speed rail passenger service throughout the country. We admit that our suggestions are indeed controversial, but we felt a dialogue was -- and still is -- necessary to express other than the "conventional wisdom" which was espoused in the DEIS/R. We also felt that the background information presented was somewhat light in the full and complete disclosure of the previous efforts over the last 25 years to provide a marketable, technologically current alternative to airline shuttle service between New York and Boston. Finally, we thank you for providing us an opportunity to express our point of view in an open and democratic forum.

For the consultants, I am,

Sincerely,

Albert L. Papp, Jr.

MC 4-3

RECEIVED 11/24/93 gpm

November 24, 1993

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Mr. Glenn Goulet, DTS-72
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55 Broadway, Kendall Square
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Dear Mr. Goulet:

(1) We will be submitting comments on the Draft Environmental Impact Statement/Report (DEIS/R) dealing with the proposed Northeast Corridor Improvement Project (NECIP) electrification project from New Haven to Boston over the next two weeks as we investigate areas with which we have some concern. We continue to believe that inadequate time was programmed into the schedule for the public review process given the voluminous scope, technical complexity, and comprehensive nature of the project and the wide ranging effects it will have on transportation planning, priorities, and economics not to mention the environment and user selection for generations to come. We request that this concern be duly noted and become a part of the official record in this proceeding.

During the course of hearings in Connecticut on November 18, 1993, Ms. Cassandra A. Koutalidis of Daniel, Mann, Johnson, and Mendenhall / Frederic R. Harris, Inc. requested of us any documentation that detailed that the United Aircraft Corporation (UAC) TurboTrain achieved a 2 hour 36 minute schedule from Boston South Station to Woodlawn Junction, as detailed in our written testimony that was submitted for the official record on that date.

Toward that end, we are submitting two pieces of information: -- the first being a paper entitled "Current Developments and the Future of the Gas Turbine for Railroad Suburban Service" presented by Donald W. Adams of Louis T. Klauder and Associates before the Transportation Division, Metropolitan Section, American Society of Mechanical Engineers; and the Land Transportation Section, Institute of Electrical and Electronic Engineers, at New York on January 30, 1968 -- and the second being a press release from UAC detailing the "Results of Preservice Testing." These documents are self descriptive and we request that they too be included in the public record along with this letter.

During the time of the above two references, a speed restriction of only 80 mph was in effect between Woodlawn Junction and New Haven -- we understand that today this has been raised to 100mph -- and jointed rail was the rule rather than the exception on an ill maintained rail line that was about to be engulfed in the Penn-Central bankruptcy.

Clearly, a three hour schedule from New York to Boston is within the capabilities of Turbo III, especially given the upgraded right of way now in place (much of it equipped with welded rail fastened to concrete ties by Pandrol elastic fasteners) and the improved signaling that Amtrak is currently installing. Coupled with the three major track and diagram improvements scheduled within the scope of the NECIP, specifically the New Rochelle, NY flyover, the Stamford, CT center island, high level express platforms, and the New Haven, CT reconfiguration to permit higher speeds for non-stop express train movements, an even faster timing may be feasible.

We respectfully request that high speed gas turbine and diesel motor trainsets -- which were so presumptuously and cavalierly dismissed in Volume I of the DEIS/R -- be reevaluated as candidates for high speed New York to Boston service. To reiterate, we stand ready to answer your questions and supply you with any and all technical data, both historic and current, at our disposal that you feel is needed to fairly, properly and dispassionately evaluate these alternatives to the New Haven - Boston electrification project as it is now conceptualized.

Thanking you for your efforts in this regard, I am, for the consultants,

Sincerely,

Albert L. Papp, Jr.

Albert L. Papp, Jr.

cc: Ms. Cassandra A. Koutalidis, DMJM/Harris
Mr. William T. Gage, MEPA

MC4-4

RECEIVED

November 26, 1993

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Mr. Glenn Goulet, DTS-72
U.S. Department of Transportation / RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142-1093

Dear Mr. Goulet:

As indicated in our correspondence to you of November 24, 1993, we are submitting comments on the Draft Environmental Impact Statement/Report (DEIS/R) dealing with the proposed Northeast Corridor Improvement Project (NECIP) electrification project from New Haven to Boston as we investigate areas with which we have have some concern. As such, we request that this letter, and the information contained herein, the attached documents and comments be made a part of the public record in this proceeding.

In conversations with the hearing officer and the panel in Connecticut on November 18, 1993, after the formal testimony was entered into the public record, inquiry was made as to the scope and technical details of the TURBO III proposal that was presented to Amtrak in 1990. This train was mentioned on our paper, "Seven Myths about the Boston Electrification Project" (Myths), which we submitted to you on that date for inclusion in the official record. With permission of the designer, we are presenting a copy of that document for inclusion in the official record. (1)

We would call your attention to a column extracted from the The Houston Post, dated October 22, 1988, in an article entitled "New train would cut Boston-N.Y. travel time." The article is self descriptive, and deals with tests conducted by the Coalition of Northeast Governors (CONEG) over a period of one year aimed at reducing New York-Boston travel time "substantially." The key points to be noted are that the... "the governors' task force"..."said that by using new technologies - such as turbine engines - and making minor track improvements, it should be possible to reduce the travel time between Boston and New York to three hours. Clifford Black, an "Amtrak spokesman" was quoted as saying that the goal of the tests was "to cut running times substantially without expensive track improvements." Does this also include expensive electrification? The article

concludes by noting that "high speed rail service would be possible only if state or federal governments helped to provide the estimated $200 million needed for equipment and $172 million needed for track improvements."

There is no mention of an electrification project planned by Amtrak as of October 1988; in fact, the National Railroad Passenger Corporation seems to have accepted the conclusion put forth by state governors to incrementally improve service on that corridor for a price tag of $372 million (1988 dollars), rather than the almost trebled dollar number now being quoted in order to meet the three hour New York-Boston trip time goal.

2 The DMJM/Harris study is fatally flawed because it completely ignores real world data, for whatever reason, and instead endorses an electrification project that is expensive, unnecessary and provides no value added to both the traveling public and the taxpayers alike over the achievable, cost effective CONEG suggestions, and the proposals we and others have placed before the United States Department of Transportation.

We would call your attention to two other areas in the TURBO III presentation. First, a section entitled "Improvements over Turbo I and Turbo II Designs" highlights technical enhancements not yet seen on the European contenders for the passenger train procurement phase of this project. Throughout, the Volume 1 "Traction Power Alternatives", section 2.2.3, and the "Alternatives Raised in this Specific DEIS/R Scoping Process", section 2.3, there are continuing references to inadequate acceleration and deceleration of non-electric alternative trains, and the inability of third rail equipped locomotives or trainsets to match performance characteristics of straight electric locomotives or trainsets. This analysis, too, is flawed. As we stated in our paper, the key to meeting trip time goals, whether in the Northeast Corridor or elsewhere, is the power to weight ratio of the train design. As is stated, in this reference, the 20 horsepower per ton of train weight ratio has been demonstrated, both in real world tests and actual revenue service, to be the primary factor in determining train acceleration and deceleration necessary to achieve a New York-Boston schedule of three hours. For over 20 years in Britain, their diesel powered, bi-directional, HST 125 trains, which travel daily at speeds of 125 mph, have conclusively proven that elevated performance envelopes are possible with non-electrified trainsets. The casual dismissal of third rail equipped high speed trains totally ignores the widely published literature and daily running of commuter trains both here and abroad. Further, the upcoming trans-English Channel Tunnel Trans-Manche and Eurostar trainsets will operate to London through the Kent countryside on third rail distribution because residents so strenuously objected to overhead catenary intrusion into their bucolic environment. Dual powered diesel and turbine locomotives and trainsets operate into and out of New York City on a daily basis. Clearly, no technological breakthroughs are necessary to through route turbine trains from Boston to Washington through New York's Penn Station in a restricted speed area.

The original TurboTrain had this capability 25 years ago and operated into both Grand Central Terminal and Pennsylvania Station during its service life.

The second area to reexamine in the TURBO III presentation is the "Technical Notes" section. The "Power System" notes the well proven use of three phase traction A.C. traction motors with third rail operation. To conserve fuel during high speed cruise, two of the train's four propulsion turbines are idled. Additionally, the trouble-prone mechanical mixing gearbox that combined the shaft output from multiple gas turbines, and was responsible for maintenance related road failures, has been replaced with the now industry standard A.C. traction motors.

3 We respectfully request that high speed gas turbine and diesel motor trainsets -- which were dismissed in Volume I of the DEIS/R -- be reevaluated as candidates for high speed New York to Boston service. To reiterate, we stand ready to answer your questions and supply you with any and all technical data, both historic and current, at our disposal that you feel is needed to fairly, properly and dispassionately evaluate these alternatives to the New Haven - Boston electrification project as it is now conceptualized.

Thanking you for your efforts in this regard, I am, for the consultants,

Sincerely,

Albert L. Papp, Jr.

Albert L. Papp, Jr.

cc: Mr. Mark Yachmetz, FRA
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Seven Myths about the Boston Electrification Project

A Technical Paper Prepared by

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November 18, 1993

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Forward and Summary

The theme of this paper is a provocative one and challenges conventional wisdom -- i.e., that railroad electrification of and by itself will result in shortened journey times, reduced energy consumption, lessened levels of environmental degradation, greater schedule reliability, etc. This "wisdom" has been reinforced in recent years as foreign nations built new high speed dedicated passenger lines -- all of them electrified -- and has led to the almost universally accepted conclusion that much needed benefits and electrification are synonymous.

But in no way should the conclusions expressed in this paper -- controversial as they are -- be construed as detracting from the Clinton Administration's clearly expressed national goal of strengthening and expanding our passenger rail system. To the contrary, new high speed trains operating in recently defined Federal Railroad Administration (FRA) corridors in areas of the country, in addition to the Northeast, might become a reality much sooner than envisioned, if this paper's recommendations are followed.

This paper suggests that several thought provoking questions must be answered not only before the New Haven-Boston electrification, now the subject of an environmental analysis, is fully endorsed and construction contracts for the approximately $300,000,000 project are awarded, but also before any other similar projects are conceptualized. Here are just a few:

- Will attainment of a New York-Boston three hour trip time goal be competitive with airline shuttles? Despite the much repeated Amtrak statistic that it has captured a little over 40% of the total New York-Washington endpoint air/rail passenger market, in reality Amtrak's time sensitive, premium fare, high speed Metroliners have secured less than a 14% share of the endpoint trips. Clearly, air travel still dominates the corridor for executive expense account travel. Most studies suggest a two hour point-to-point running time would be necessary to make formidable inroads into the air shuttle market. While it is logical to assume that a three hour New York-Boston service has the potential to provide a dramatic improvement in service quality, will it produce ridership penetration markedly different from that recorded in real world New York-Washington service?

- Can the electrification of a 120 year old curving rail right-of-way be cost justified when at least three other alignments (one using an abandoned track bed, and the others on completely new headings) offer the longer-term potential of a significant trip time reduction that would permit truly airline competitive timings? If it can be shown that in an era of fiscal restraint Amtrak's immediate trip time goal of three hours can be met without

the expense of electrification, is this not the appropriate solution?

- Why has American technological prowess in the rail car equipment field been so studiously ignored by all federal agencies including the preparers of the Draft Environmental Impact Statement (DEIS) for the Northeast Corridor Improvement Project? All foreign trains Amtrak has tested in 1993 are operating on FRA waivers because they do not meet U.S. buffing strength standards. Yet an American train -- designed and built over 25 years ago and funded by the U.S Department of Transportation -- not only exceeded these safety standards, but was lighter in weight per passenger seat and more energy efficient than any of the current overseas contenders for the Northeast Corridor equipment procurement.

- Has a true cost-benefit analysis been performed to see that the American public is receiving real dollar value for the electrification project that it is being asked to fund? If alternatives exist that would allow attainment of short term goals in a less costly way, should these not be advanced while simultaneously exploring longer term concepts, including electrification, that have the capability to produce an even more marketable service rather than an upgrade of aging outdated infrastructure now being pressed forward?

While the authors admit that it is late in the day in the overall project definition to raise these troubling issues -- at least in our minds -- we would hasten to suggest that technological, environmental and fiscal, not to mention competitive, factors have changed so dramatically since this electrification project was conceived that it would be a dereliction of the democratic process to do otherwise. Our nation deserves -- and now more than ever, needs -- the best possible rail transportation system that it can afford to operate within the confines of increasingly stringent fiscal boundaries. We believe that what our analysis embodies is revealing of the consensus decision making process operative in society today -- the tendency to perpetuate widely held perceptions as truth. To attempt to see clearly past these perceptions -- myths as we have chosen to call them -- is the purpose of this paper.

We invite the reader to participate in this dialogue with us.

-Albert L. Papp, Jr. and George Haikalis

Background

Operating faster and more frequent train service on the Boston-Washington Northeast Corridor High Speed Rail Line can produce substantial public benefits. Improved train service shifts travelers away from more polluting and energy-intensive transport modes and reduces the need for costly and disruptive expansion of highways and airports. New high speed trains reach the cores of the Northeast's major cities, providing a much needed economic stimulus for these downtown locations.

Since 1914, when the New Haven Railroad completed at the time the world's largest electrification project, rail planners have proposed electrifying the remaining New Haven-Boston segment of the Northeast Corridor rail line. For 80 years advocates have pointed to the benefits of reduced running times, increased service and greater utility of this valuable, now publicly-owned resource. But advances in technology in the form of mobile internal combustion power plants, like the diesel engine for railroad use, largely rendered massive electrification projects superfluous in the U.S. -- except for commuter rail extensions -- in the post World War II era.

Yet in 1992, Congress appropriated an initial down payment to begin electrification of the 157 mile New Haven-Boston segment in an attempt to achieve many of the benefits associated with this form of motive power. The Federal Railroad Administration (FRA) has released a Draft Environmental Impact Statement (DEIS) for a period of public comment prior to beginning of construction. Amtrak, the Northeast Corridor operator, has asked rail equipment manufacturers to submit their qualifications in anticipation of purchasing 25 new high speed (150 mph) electric train sets (and one non-electrified train set) to operate from Washington to Boston. The electrification is expected to cost approximately $300 million and the new trains may cost as much as $500 million. Amtrak and the FRA have asked Congress to appropriate funds to complete this project.

Yet the authors suggest that it is a popular misconception that the benefits of high speed rail service can only come from electrification of the railroad. In an effort to set the record straight, this paper attempts to dispel seven widely-held "myths" about the New Haven-Boston electrification project.

One obvious alternative -- but not the only one -- to electrification for very high speed (150 mph) service is to adopt gas turbine propulsion, the option explored in this paper. Gas turbines, long the backbone of the commercial aviation industry, are powerful lightweight power sources. Amtrak currently uses eight gas turbine-powered train sets for high speed service in the New York-Albany-Buffalo "Empire Corridor". These trains, of French design, currently reach speeds of 110 mph. Amtrak will soon equip one train set with more powerful turbines and a shorter consist to test sustained 125 mph operation. Initiated by Governor Mario Cuomo of New York, that state announced in

November 1993 a project to upgrade the New York-Albany-Buffalo corridor to permit sustained 125 mph operating speeds with the goal of reducing endpoint schedule time by 25%.

Arguably the most advanced gas turbine train ever to have operated in the U.S. was the United Aircraft Corporation's TurboTrain™. This train, designed to cruise at 150 mph, set the U.S. rail speed record of 170.8 mph in December 1967 which has yet to be exceeded in this country by either the Swedish "X-2000" or the German "ICE" trains which Amtrak placed in experimental service during 1993. Two UAC train sets operated in Boston-New York service for nine years, and five train sets operated between Montreal and Toronto for thirteen years finally ceasing operation in October 1982.

In 1990, Alan R. Cripe, the designer of the UAC trains, developed an updated design -- "TURBO III". In this paper, the TURBO III is used as the baseline alternative in evaluating the New Haven-Boston electrification and Amtrak's high speed train procurement. More information on the UAC TurboTrain™ and TURBO III is provided at the end of this paper.

Myth #1 -- Only electrification will permit airline-competitive running times to Boston

Based on the three and one-half year reporting period beginning in 1990 Amtrak has secured about 40% of the combined air and rail market for the 225-mile New York-Washington city pair with a two-tiered service pattern. But this statistic has to be examined in the context of both time and price sensitivity. Hourly, premium priced, Metroliner service averages a bit less than three hours, while several peak period expresses are 15 to 20 minutes faster. Yet, if slower conventional Amtrak trains are excluded and New York-Washington Metroliner endpoint passenger loadings are compared with airline traffic, it becomes painfully obvious that the Metroliners -- marketed for expense account, time sensitive business travelers -- only manage to secure about 18% of the total trips. While point to point timings are relatively competitive if journeys originate and terminate in downtown locations, the air shuttle remains a powerful competitor for suburban residents with easy access to airports, and will remain so unless a substantial schedule reduction can be put into place. Price is also important -- maybe even dominant -- in this rail travel market, and over two-thirds of Amtrak's New York-Washington passengers use slower, less costly conventional trains, which operate hourly.

For this same reporting period, Amtrak's share of air/rail travel for the 231 mile New York-Boston run was 20% of the endpoint market. Far fewer trains are operated and running times of four and one half hours or more are required. Based on their experience with New York-Washington travel patterns, Amtrak has targeted a three hour New York-Boston running time as necessary to attract a significant number of airline passengers. Given the great number of curves on this run, "tilt-body" trains, that bank

as they go around curves to enhance passenger comfort, are being considered to attain a three hour schedule. Not only did the UAC TurboTrain™ pioneer tilt body and guided axle operation on this route, but during tests it demonstrated its ability to achieve three hour running times, though actual journey times were greater due to prevailing track conditions exacerbated by the Penn-Central railroad bankruptcy. With the major improvements incorporated in TURBO III, this trainset should have no difficulty making the three hour trip time goal, taking advantage of Amtrak's greatly upgraded track and signal system now in place.

In some travel markets in Europe, new high speed rail lines have almost completely replaced air travel. However, for this to happen in the Northeast Corridor, new or greatly improved route alignments will be needed to offer airline-competitive running times. Indeed, many travel analysts feel that a two hour trip time for New York-Washington and New York-Boston endpoint service is needed to nearly eliminate air travel for city center to city center travel and make measurable impact on suburb to city center and suburb to suburb travel. This position is borne out by Amtrak's relatively low Metroliner endpoint traffic capture -- about 14% -- on the New York-Washington route.

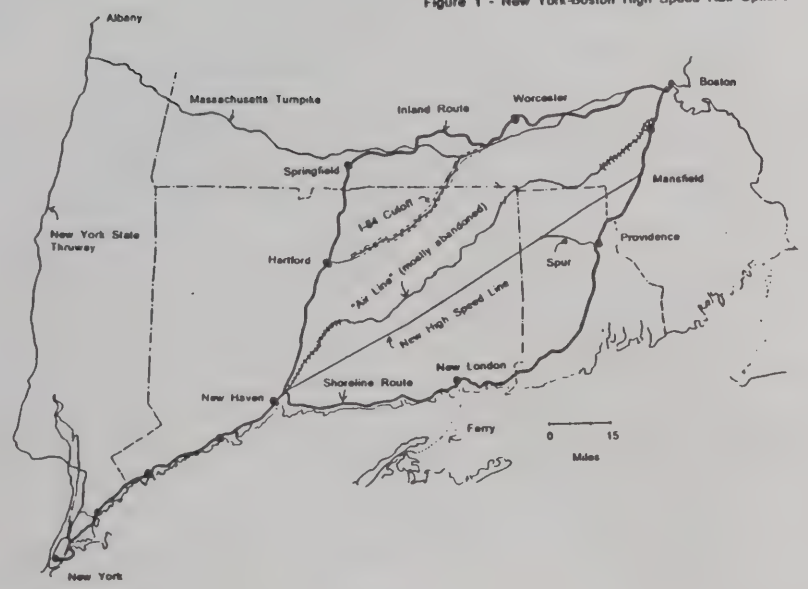
But building a new link will not be easy. A time consuming process of analysis and debate will be needed. However, in the long run, the benefits to the traveling public, Amtrak, the region and the nation are substantial and could far outweigh the anticipated economic and social costs incurred. Several possibilities are shown in Figure 1. These options include restoring the mostly-abandoned "air line" route, constructing a new New Haven to Mansfield, MA alignment or, perhaps the most feasible, building a Hartford-Worcester cut-off along I-84. Precedent has already been established in France where the recently opened TGV Nord line parallels an autoroute for 80 miles. Similarly, in Germany, the soon-to-be-built high speed Cologne-Frankfurt line will parallel an existing autobahn to minimize land taking, incursions on nature parks and noise propagation.

Electrifying the sinuous Shoreline Route, designed and built over 120 years ago, will not produce the needed running times to achieve market domination in the New York-Boston corridor. Gas turbine trains can provide an incremental, less costly upgrade and still meet Amtrak's three hour trip time goal, while more ambitious solutions are studied. It makes little sense to spend scarce public funds to electrify a line where true high speed operation cannot be sustained, and journey times reduced.

Myth #2 -- Electrification produces substantial environmental benefits and conserves natural resources

A sizeable amount of energy is needed to accelerate high speed trains to 150 mph and to overcome air resistance. With electric propulsion, a variety of energy sources could be used to

Figure 1 - New York-Boston High Speed Rail Options



generate the power needed. However, for the New Haven-Boston electrification a great deal of the added power will be produced from generating plants using fossil fuels -- oil or natural gas, and this largely at the time of peak utility consumption. The Northeast Corridor has the nation's second worst air pollution problem after the Los Angeles area and Federal clean air standards are exceeded on many occasions each year. Public utilities, a major source of emissions, are anxious to diminish, not increase, peak loads that contribute to these problems.

Using on-board gas turbine propulsion, coupled with lightweight high-strength TURBO III equipment instead of heavier high speed electrified trains of European design -- which rely on fossil fuel based central station power -- results in a significant decrease in the amount of fuel consumed and pollutants produced. Substantially more energy must be generated at power plants to make up for transmission losses, the heavier weight of locomotive hauled trains, and to overcome increased air resistance caused by current collecting pantographs needed for electrically-propelled trains. A lightweight, low slung TURBO III train needs 50% to 65% less power to accelerate and to overcome air resistance at cruising speed than a typical high speed train of European design. Compared with electrification, this translates into quantifiable savings in fossil fuel used and emissions produced, but the greatest pollutant reductions will come from replacing air and auto travel.

Considerable energy is lost when trains brake for stations or curves. Electric propulsion holds the promise for recovering some of this kinetic energy through regenerative braking. At present, Amtrak does not attempt to return this energy to the power supply system, though some new train designs offer this as a possibility. On the New Haven-Boston link it is unlikely that much of the energy recovered can be re-used by other trains, since traffic density will be light. It is also not clear that power companies have the ability to absorb sudden, localized surges of energy in their grids. On board energy storage devices like flywheels could be effective for electric or gas turbine powered trains.

Noise generated by high speed trains comes primarily from air resistance. Recent Japanese high speed train sets include conning tower like structures around pantographs in an effort to reduce noise and air resistance -- which contributes about 10% of train resistance -- and have met with only limited success. With its lower profile, wheel and body faring, full width diaphragms, elimination of pantographs and insulation of turbine units, the TurboTrain™, under actual operating conditions, was less noisy than an electric train. The TURBO III should perform as well or better.

Many architectural critics feel a modern industrial landscape can be enhanced by well designed electric transmission lines and catenary structures. While factories and warehouses have grown up along much of the Northeast Corridor rail route,

the New Haven-Boston Shoreline route is unique, passing through scenic fishing villages and near shorefront homes and public beaches. There is no need to damage these scenic areas since gas turbine propulsion is a reasonable alternative to electrification.

Myth #3 -- The U.S. must look to overseas builders for high speed train technology

Europe and Japan have constructed many miles of new and upgraded high speed rail line. These nations have relied on indigenous firms to build high speed trains to operate on their own lines. The U.S., once the leader in high speed rail technology, favored large public investment in highways and airports instead for the last 50 years. Understandably, with limited resources, the rail industry and public agencies in the U.S. have been particularly reluctant to take advantage of technological innovations. Risks are great and rewards are modest, especially in the public sector.

Lightweight unitized motor trains were pioneered in the U.S. in the 1930s. Grouping a power unit and passenger cars into an integrated train set offers significant cost and performance advantages over the prevailing "cars-and-locomotives" operating norm of railroads. Recently the nation's freight railroads have begun to take advantage of unit trains and articulated cars, with a consequent dramatic improvement in profitability. Amtrak -- and most overseas passenger carriers -- continue to shun unit passenger trains. Exceptions however are notable. The entire fleet of French TGV and Spanish Talgo trains are articulated unit passenger trains, though they still rely on separate power cars or locomotives for propulsion which add to overall weight. The Japanese Shinkansen and Italian Pendolino trains are composed of individual separable self-propelled motor cars, which while an improvement over locomotive-hauled trains, still absorb a substantial weight penalty.

As the U.S. moves away from near total dependence on highway and air modes, and develops a much needed high speed rail network, it can take advantage of the most advanced rail technology in the world, designed and built here in the U.S. Lightweight, low center of gravity, tilt body, gas turbine trains like the UAC TurboTrain™ and its much-improved successor, the TURBO III, were designed from the outset to operate on U.S. railroads. They meet the more stringent safety standards required in the U.S., a claim no currently produced European or Japanese trains can make. U.S. designed and produced trains could become the basis for a major export industry, particularly to developing nations that hope to avoid the negative impacts of costly overemphasis on auto and air travel experienced in the U.S. In contrast, a substantial federal investment in electrically propelled trains of European design for the Northeast Corridor is limited in terms of U.S. industry, since electrification is unlikely to be introduced on other high speed corridors in the U.S.

Myth #4 -- Electrically propelled trains are less costly to operate than gas turbine powered trains

Gas turbines are compact, lightweight and extremely powerful engines. In the nearly thirty years that have elapsed since the UAC TurboTrain™ was built, major advances in gas turbine technology have occurred, driven largely by defense needs. The Pratt and Whitney ST-6 turbine used in the original TurboTrain™ now updated delivers twice the power, with only a 25% increase in fuel use, without any appreciable increase in overall weight or dimensions. The major cost for a gas turbine remains the overhaul. In the case of the ST-6, which is used for small commercial and military aircraft, this overhaul is needed every 10,000 hours and costs about $100,000. In rail use this overhaul would occur about every 2.34 years and for a TURBO III, equipped with four ST-6 turbines, this would average $171,000 per year. This inherent cost should be added to the fuel cost of the turbine-powered train when compared to an electrically-powered one.

One TURBO III train set operating on a three hour New York-Boston schedule and continuing to Washington in another two and one half hours would consume about 825 gallons of fuel per one way trip, or 640,000 gallons over the course of a year. An advanced electrically-powered train with comparable performance capability would consume about 18,180 kilowatt-hours (kwh) of electric power per trip or about 14,100,000 kwh per year. With turbine fuel cost at about $0.75 per gallon and electric power cost at roughly $0.08 per kwh the comparison would be $480,000 of fuel per year for TURBO III vs $1,120,000 of electric power cost for an electric train. Each TURBO III train set would save $640,000 per year in fuel cost, offset by the $171,000 per year in overhaul cost, for a net saving of $469,000.

Other costs of train operation -- on-board crew, cleaning staff, reservations personnel etc. -- are common to any train technology. The unique cost of gas turbines is in refueling, routine cleaning of turbine engines and maintaining alternators for converting turbine power to drive AC traction motors. This cost is almost certainly less than the substantial cost of maintaining pantographs, transformers, catenary structures, substations and control points for electric power.

Predicting future oil prices and electric power costs is not easy. In the Northeast, however, the two costs are linked because much of the power produced in this region comes from oil and natural gas-fired boilers, and combustion turbine peaking plants. The oldest and least efficient units are used by public utilities only during peak periods of high electrical demand. Coincidentally -- and unfortunately -- these are the same time periods that high speed trains are most likely to operate. Figure 2 shows the number of Amtrak New York-Washington Metroliners in service at any one time on an average weekday based on the fall 1992 schedules. Public utilities are not anxious to add peak period loads, and their rate structures

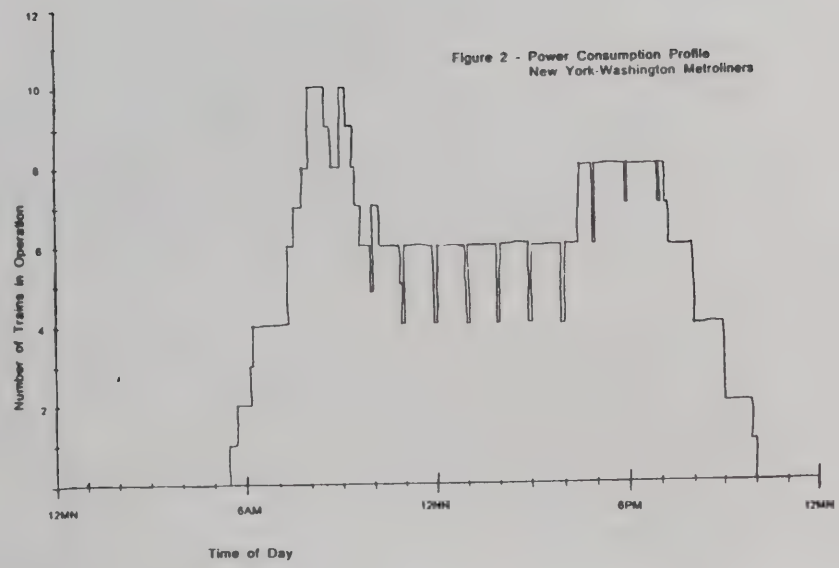


Figure 2 - Power Consumption Profile
New York-Washington Metroliners

reflect this economic reality in the form of higher marginal charges. Similarly, it is conceivable that these utilities may be willing to pay a premium to Amtrak to reduce its peak load, just as they offer free energy-saving florescent light bulbs and water heater insulation to residential customers through demand side management programs.

Based on this analysis, the $300,000,000 Boston-New Haven electrification project is not cost effective since it would result in increased, not decreased operating cost, when compared to gas turbine trains. If Amtrak were to purchase new train sets for use on the existing electrified portion of the Northeast Corridor it would enjoy substantial energy cost savings by choosing gas turbine trains instead of electrically-propelled trains. In an era of fiscal restraint and reduced governmental outlays, any operating savings should be viewed positively.

Myth #5 -- Only electrification can eliminate the time consuming engine change at New Haven

Electric propulsion is required for train operation through the East River and Hudson River tunnels and in Penn Station in New York City. Dual-powered equipment, that can operate on both electrified and non-electrified trackage, has been routinely operated in the New York City area since the late 1950s. Sixty diesel-electric/electric locomotives were purchased by the New Haven Railroad in 1957-1960. The majority of them are still in operation, having lasted far beyond normal retirement. Ten have been completely rebuilt using higher horsepower diesel engines and state of the art technology AC traction motors. Amtrak has ordered an additional 10 dual-powered locomotives of similar advanced design. Amtrak's eight turbine-powered train sets on the Empire Corridor use electric power to enter Penn Station, as did the UAC TurboTrain™.

Non-electrified trains routinely operate on tracks equipped with overhead wires. Several commuter trains in Maryland and on the New Haven Line as well as Conrail freight trains use Northeast Corridor trackage for diesel-powered trains. Amtrak uses diesel-powered trains on its Philadelphia-Harrisburg service even though the overhead catenary wire is available. For these operations, the choice of power is largely an economic one, not related to the other advantages or disadvantages of electrification.

Myth #6 -- Electric trains are more reliable, and less costly to build, than gas turbine-powered trains

Nearly 5,000 gas turbine powered aircraft are operated by the nation's airlines. Engine failure can have catastrophic results. Public utilities also rely on gas turbine generators to come on line at short notice to prevent power outages when other supplies are interrupted. The experience with the UAC TurboTrain™ in its early years of operation on the Boston-New York run (when maintenance was handled by UAC) was quite good,

averaging 95% availability. This record was achieved with only two train sets, both scheduled for service each weekday, and with no spares for back up. Canadian TurboTrain™ operation produced similar results. A well designed gas turbine train should be as reliable as an electric train, which is dependent on catenary lines that are subject to occasional interruptions due to vandalism or severe storms.

The TURBO III "motor train" concept has the additional advantage of being 31% to 47% lighter in weight per passenger seat than an equivalent capacity locomotive-plus-coaches design typical of most of the current qeneration European high speed electric trains. Fewer axles and wheels, and less weight in the car body, translates into a train that will be 25% less costly to build.

Myth #7 -- Electrification increases rail system compatibility

While extending the Washington-New Haven electrification to Boston makes the entire 457 mile Northeast Corridor route compatible in terms of propulsion, in point of fact, the selection of specific high speed electric equipment, operable only on the Northeast Corridor, isolates the bulk of Amtrak's 25,000 mile network and leaves it incompatible. Gas turbine equipment can operate on any line in the national system, permitting Washington-Boston TURBO III trains the option to continue north from Boston to Portland, Maine or east from Providence to Cape Cod. TURBO III's could use the more populous "Inland Route" via Hartford, Springfield and Worcester -- a possibility precluded for electric train sets -- as well as the scenic, but sinuous "Shoreline Route" via New London and Providence. High speed New York-Washington TURBO IIIs could continue on to Richmond and Raleigh, opening up new rail travel markets, and even make daytime New York-Orlando and New York-Atlanta TURBO III trains possible.

Turbine-powered trains can be the centerpiece of a network of incremental high speed train services on existing rail lines in many corridors throughout the U.S. as proposed by the new Administration. From the $300 million saved by not electrifying the New Haven-Boston route, additional TURBO IIIs could be built to extend service to the areas of the nation identified by FRA as high speed corridor prospects.

Conclusion and Recommendations

Amtrak and the FRA should amend their $300 million plan for electrifying the New Haven-Boston line as well as their $500 million proposal to purchase 26 train sets for the Northeast Corridor and allow car builders to substitute an equivalent or greater dollar expenditure for purchase of lightweight, tilt body, 150 mph gas turbine trains like the TURBO III. Making allowance for spares, fifteen train sets could provide hourly Boston-Washington high speed train service. Estimated cost per train is $12.5 million or $177.5 million in total. With the $622

million saved, 50 additional TURBO III train sets could be purchased to begin other high speed services in the Northeast and elsewhere in the U.S. Avoiding costly electrification will stretch scarce public funds over more high speed corridors.

Integrating the Northeast Corridor operation with services throughout the nation greatly enlarges the constituency for high speed rail service in the U.S. Investing heavily in the electrification isolates the service and risks losing much needed support for the administration's national high speed rail initiative. Highway and air interests can then argue that the Boston-Washington line is an anomaly and that the federal government should continue to fund costly and disruptive road and airport expansion elsewhere in the U.S. By using resources available for rail passenger improvement to advance gas turbine train technology, the Clinton administration can create a new national perspective on making full use of one of its great, but sleeping assets -- its national railway system.

Appendix: - Brief Description of UAC TurboTrains™ and TURBO IIIs and other High Speed Trains

The UAC TurboTrain™

In January 1966 the U.S. Dept of Commerce awarded a contract to United Aircraft Corp. (now United Technologies) to build two high speed gas turbine powered trains for use in the Northeast Corridor as part of a federally-funded demonstration project for high speed ground transportation. These trains are shown in Figures 3,4 and 5. Each train was a three-unit articulated unit train set, equipped with eight Pratt and Whitney ST-6 550 hp gas turbine engines. Six turbines were used for propulsion and one was used to generate power for train auxiliaries like lighting and heating. The lightweight train was of innovative design, making extensive use of aluminum in its structure, and weighed only 128 tons with a full load of 144 passengers on board. Its extraordinary horsepower to weight ratio of 25.8 hp/ton gave the TurboTrain™ a very robust performance capability. In December, 1967, on a test run, it set a still unbeaten U.S. speed record for an unaltered production-model passenger train of 170.8 mph.

The TurboTrain™ had a very low suspended center of gravity of 52" compared to 66" for a typical high speed train, and a pendular suspension system that caused the train to bank on its own -- "passive tilt" in today's terminology -- as it went around curves. Both of these features permitted the train to safely negotiate sharp curves at much higher speeds than conventional trains without discomforting passengers. Another innovative feature -- guided axles -- kept wheels in more precise alignment relative to the track, producing a smoother ride and reducing track and wheel maintenance costs. UAC also proposed an electrically propelled version, shown in Figure 3, as an alternative to the original Metroliner cars, which were self-propelled, married pair, multiple-unit (MU) electric trains.

The Canadian National Railway system purchased five seven-car train sets of nearly identical design. The CN trains had four propulsion turbines per train and provided a power to weight ratio of 10.7 hp/ton. These trains operated on the Montreal-Toronto corridor averaging 84.1 mph for the 335 mile run, including two intermediate stops. (Amtrak's three hour trip time goal for the 232 mile New York-Boston run results in <u>only</u> a 77.3 mph end point average speed.)

In 1971 the USDOT purchased four additional intermediate cars expanding each U.S. train set to five cars in length. One of these trains is shown in Figure 4.

Arguably, in the authors' opinion, both trains fell victim to political interference. When the Canadian government in 1977 chose to augment its initial order of high speed train sets to fully equip its busy Windsor-Quebec City corridor it selected a domestic supplier -- Montreal Locomotive Works (MLW) -- and its LRC diesel-powered active tilt train. UAC lost interest in

MC4-5

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

RECEIVED

COMMENTS:

Dear Mr Glenn Goulet.
I am very deeply concerned about this Amtrak project which is about to go ahead.
(1) These trains with their High Voltage power are very damaging to the health of all people concerned & especially to our children & live in Rockdale where there is alot of schools & children. There is no need for this project. We beg of you not to let it go ahead. I am a health care worker. This money would be far better put to use taking care of the homeless & prevent crime in our schools & Cities & Streets.

Signed
Concerned Parent & Mother of four children.

MC4-6

RECEIVED 1/24/94 gm

Mr. Glenn Goulet, DTS-72 Jan. 14, 1994
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Subj: Additional Comments on the Draft Environmental Impact Statement/ Report (EIS) entitled "Northeast Corridor Improvement Project- Electrification, New Haven, CT - Boston, MA". Final Report, dated Sept. '93, number DOT-FRA-RDV-93-01-A/ DOT-VNTSG-FRA-93-9.1

I appreciate the acknowledgement I received last month from Mr. Mark Yachmetz, regarding the comments I submitted on the subject document. In continuing to review the document, and to review my earlier comments, I have come across a number of additional points in the document which I believe require further comment. I'm appreciative to learn that the opportunity to comment has been extended until Jan. 21st.

My comments follow:

(1) * (Vol.I, page 4-21, sect. 4.5.4) While helpful, I'm not sure that the best measure of electromagnetic (EM) interference (EMI) from the proposed Amtrak electrification of the NEC, and its potential impact, is to contact the FCC or the Coast Guard, regarding their experience with broadcast and communications (reception interference). Perhaps more significant might be the experience from hospitals, research organizations, and individuals (located close to the electrified portion of the rail line) with the possibility of interference experienced with sensitive electromechanical (and similar/ related) devices, especially biological and medical. Certain computer- related activities and operations also can be interfered with by EM fields. Also perhaps important is the experience of individuals and organizations with sensitive navigational devices.

(2) * (Vol.I, page 4-19, sect. 4.5.1) I my earlier comments I noted a number of statements relating to the biological consequences of, and human health effects resulting from, exposure to EM fields, made in the subject document, with which I strongly disagreed. In particular, I referred to section 3.5, (pages 3-10 (through 3-13), entitled EM Fields and Interference). I also listed in my earlier comments a number of important literature citations to the bioeffects literature dealing with animal and human responses following

3 exposure to 60 Hz EM fields. In light of this, I again feel it appropriate to restate my concerns regarding a number of the assertions made in sect. 4.5.1. In particular: (at the end of para. 1) "Studies of adults have not supported the suggested association between cancer and ... magnetic field exposure". In fact, the biological and epidemiological data is suggestive of some association. We do not yet have enough data to make such a statement, but as individuals concerned with the public health consequences of exposure to electric and magnetic fields, I believe we have an obligation to adopt a conservative approach regarding exposure of large numbers of individuals to such EM fields.

4 Also, at the end of the 2nd para., the statement "... in laboratory research, which exposes animals or isolated cells or tissue to magnetic fields which are thousands of times higher than those in the environment, no adverse biological effects have been found to occur." The author appears to be overlooking a large body of published, peer- reviewed literature which does demonstrate interaction and effects, many of which are considered to be adverse, and some which occur at exposure levels much lower than are likely to exist from the proposed electrification project. Consequently, I believe this statement is seriously in error, and is misleading.

5 * (Vol.I, page 4-22, sect. 4.5.4, Table 4.5-2) While I have earlier commented (in my Dec. submission, on page 6, under the heading of my response to section 3.5 of the document) on the high "average EMF exposures (mG)" experienced by employees (to 134 mG), and passengers in the station (to 209 mG), I also have some additional concerns. The "Relevant Interim Guideline (mG)" for exposure of various population groups to the EM fields, causes me some concern. Rail passengers (i.e., members of the public) are permitted as much EM exposure as MBTA/ Freight employees (an occupational exposure). Why are Amtrak and Conndot employees permitted/ subjected to higher exposure than MBTA/ Freight employees?

6 Also, I am not comfortable with these Interim Guidelines, and see no citation for the source of the guidelines. Who has suggested these Interim Guidelines? To my knowledge, they have not been discussed by (or proposed by) the scientific or standards- setting groups I'm associated with. I'm further concerned with the statement made at the bottom of page 4-20 (sect. 4.5.3.2, Results of the Analysis), "... the estimated levels of exposure are one- thousandth ... of the interim guideline, ..." It appears that the author is suggesting that the "interim guideline" has already been accepted by the scientific and regulatory bodies, and has

been demonstrated to provide the assurance of safety that society expects. Such is not the case.

7 * (Vol.I, page 5-21, sect. 5.2.2.4, EM Fields, 1st para.) The statement is made to the effect that the earth's magnetic field is 500 mG, and although a static field, does slowly vary somewhat with time (as well as location, altitude, ...). It is important to remember that the earth's magnetic field is not an alternating field in the sense of a regularly time- varying field (such as is the 60 Hz magnetic field associated with the power used in most of the U.S.). It is also important to remember that man has evolved for millions of years in the earth's magnetic field, and the scientific literature from the past 25 years of man's space exploration has demonstrated that some subtle biological changes do occur in the absence of the earth's magnetic field, and/ or in the presence of extraterrestrial EM fields. I mention this because many scientists do not believe it is appropriate to compare the earth's magnetic field with man-made EM fields, especially as to exposures and/ or the possibility of (or absence of) biological effects.

8 * (Vol.I, page 5-21, sect. 5.2.2.4, EM Fields, 3rd para.) The statement "... to determine if any link exists between EMF exposure and health impacts. To date, the consensus of the scientific community is that there is not conclusive evidence that such a link exists." This statement is seriously in error, and is misleading. As I have noted earlier, a large body of scientific data exists which demonstrates that effects do occur as a result of exposure of biological specimens (cells, tissue, organs, and intact animals, including humans) to EM fields, even at very low exposure levels. The scientific community is divided as to which effects are to be considered adverse, exactly what exposure levels and exposure conditions are responsible for the effects, if the effects are reversible, the role of heredity, diet, various physical, chemical, and psychological factors which often are present, and many other considerations. I believe it is more appropriate to state that there is no consensus within the scientific community as to whether there is or is not conclusive evidence that such a link exists.

9 * (Vol.I, page 5-21, sect. 5.2.2.4, EM Fields, last para.) The statement "... magnetic field levels projected to result from the proposed project are well below the criteria established ..., and as a result, no adverse impacts are antici-

pated. Again I believe the authors have made a statement which cannot be supported by the existing body of scientific literature, including the experimental biological data and the epidemiological data. There clearly is much debate on this issue by the members of the scientific community which has been performing the research, and by the regulatory, standards-setting/ guideline- developing community, as well as the public, and in the press.

(10) * Finally, does sufficient electrical power generating capacity presently exist for the proposed project, or will new power plants need to be constructed to handle the proposed electrical load?

There are a number of other points in the document, especially in Vol. III, which I'd like to comment on further, but time does not presently allow me to do so. I'd be happy to provide these additional thoughts on the document at a later time, if that would be possible.

I hope this information assists in your review of the draft EIS. Thank you for the opportunity to again comment.

Sincerely,

Zory R Glaser

Zory R. Glaser, Ph.D., M.P.H.
12225 Shadetree Lane
Laurel, MD 20708-2814
Phone (301) 490-5533

MC4-7

MC-4-7

DEPARTMENT OF TRANSPORTATION HEARING

November 18, 1993

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gam.

RE: Arguments Against Amtrak Electrification to Boston

1. Diesel locomotives are made in the United States.

2. Diesel locomotives are capable of tilt ride.

(1) 3. The statement that there will be one hour less traveling time is not true. The amount of time it takes to change engines is the same amount of time it takes to board the train.

4. Residents will have to look at overhead wires and caternary supports 24 hours a day.

(2) 5. The electric magnetic fields that high-voltage wires generate are suspected of damaging human health.

(3) 6. There is a potential risk of children being injured by playing near high-voltage wires. What are the statistics of injuries in towns with these structures.

7. Police and Fire Department personnel in rural areas have minimal training in rescuing people from high-voltage areas.

8. The overhead caternary supports for high-voltage wires south of New Haven are old and in poor repair.

(4) 9. The New Haven Repairs and Motor Storage jobs, which are fairly high paying jobs, will be eliminated putting many local residents out of work.

10. Jobs will be relocated to Boston which is a dead-end station. New Haven station has repair facilities, loop, and existing track. Our tax-payers money will not be well spent by this move.

11. Jobs for constructing overhead high-voltage wires will be temporary jobs. The work will go out to bid and not necessarily to Connecticut companies.

12. Raising town bridges from New Haven to Boston will be an enormous expense to Connecticut tax-payers.

MC4-8

RECEIVED

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142

Dec. 1, 1993

Subj: Comments on the Draft Environmental Impact Statement/ Report (EIS) entitled "Northeast Corridor Improvement Project- Electrification, New Haven, CT - Boston, MA". Final Report, dated Sept. '93, number DOT-FRA-RDV-93-01-A/ DOT-VNTSG-FRA-93-9.1

I have recently been invited (by members of a number of groups of concerned citizens of CT and RI) as an expert (on a number of topics relating to electromagnetic (EM) field generation and the possibility of resulting biological consequences) to review and provide comments on the Draft EIS cited above.

I have taken the liberty to attach, as an appendix (A), a copy of a single page (prepared by others for another purpose) which describes some of my training, expertise, and relevant professional employment history, with emphasis on the EM energy aspects. My professional services as an expert on the general topic of health and safety of EM energy have been utilized by a number of agencies of the federal government, a number of states and localities, and by participants in civil litigation, in such matters as broadcast radio and TV antenna installation, cellular telephone antenna citing, military radar and communication installations, transmission and distribution power lines, certain electronic devices (including those used in medical and related applications), and in the interpretation of exposure standards (applicable to various populations), and emission standards (for various EM-emitting equipments) relating to health and safety aspects of EM energy. I have authored (or co-authored) a number of published articles, reports, and book chapters (one recent example is cited below) on these general topics, serve on a number of professional committees relating to the development of human exposure standards for EM energy, am frequently invited to speak on the topic at scientific and technical meetings, and serve on the adjunct teaching faculties at the Johns Hopkins University (Department of Environmental Health Engineering, School of Public Health), the Georgetown University (School of Medicine), and The George Washington University (School of Engineering), where I lecture and regularly teach courses on various aspects of the engineering, industrial hygiene, occupational medicine, and the health and safety considerations relating to EM energy and other physical agents (including heat and cold stress, noise, and vibration). I hope this information will suggest to you that I am qualified to review the draft EIS.

Glaser, Z. R., Organization and Management of a Nonionizing Radiation Safety Program, Chapter 2 (invited) In: Handbook of Management of Radiation Protection Programs, 2nd Edition, CRC Press, Boca Raton, Fl., 1992.

Recently I had the opportunity to travel by rail between NYC and Boston (Back Bay Station) along the line under consideration for electrification. I therefore am somewhat familiar with the beautiful coastal (and other) regions of CT and RI (and MA) through which I passed on a bright, sunny summer day.

To accomplish my review of the document, I have read Volume I of the report, and much of Volume III (Technical Section), (both of which were provided to me by the individuals requesting my review), especially: the Technical Studies and the Appendices, including Sections 4 (Noise and Vibration), 5 (EM Fields and Interference), 6 (Energy), and 8 (Public Safety).

Questions raised by my review of the Draft Environmental Impact Statement/ Report (EIS) entitled "Northeast Corridor Improvement Project- Electrification, New Haven, CT - Boston, MA". Final Report, dated Sept. '93, number DOT-FRA-RDV-93-01-A/ DOT-VNTSG-FRA-93-9.1 include:

1 * (Sects. ES.2.2.2, 1.6, 1.4.4.2, and 2.4.2.4) What will be the magnitude of the electric (E) and magnetic (H) fields on the "225 roadway bridges" and roadways, and at the "15 at-grade crossings" (where vehicular and pedestrian traffic exists) which cross over (and "220 railroad bridges over roads, railroads, walkways, and watercourses") the 2 x 25 Kv ("effectively a 50 Kv system") overhead catenary system (OCS) containing the 25 Kv feed wires (and potentially the cables from the Switching and Paralleling Station to the OCS)?

2 * (Sect. ES.2.2.2) How much new 115 Kv Power Supply line and tie-in from the Utility Companies to the 4 Substations (i.e., Transmission Line (TL)) will need to be constructed? Will a separate EIS be submitted for that construction? Have the routes for the 115 Kv Power Supply lines and tie-ins/ TLs been decided upon, and the affected communities notified? How much of the 115 Kv Power Supply lines and tie-ins/ Tls will be located in existing rail rights-of-way (ROW)? Have the E and H field components (which will be generated) from the 115 Kv Power Supply lines and tie-ins/ Tls been added to the E and H field values predicted for the 25 Kv OCS and feed wires in the ROWs? How much new ROW will be required for the 115 Kv Power Supply lines and tie-ins/ Tls? Have the E and H field components from the 115 Kv Power Supply lines and tie-ins/ Tls which will be located on new ROW been predicted? How many existing high voltage Tls will cross, be crossed, or be co-located with the 115 Kv Tls, or with 25 (or 2 x 25) Kv lines associated with the proposed electrification project? (At least two existing 345 Kv power lines are referred to in Sect. III/ 1.2.1.11). Have the E and H field components from these other existing Tls been considered in the prediction of the EM fields associated with the proposed electrification project? How many of the existing Tls are planned for upgrading in the next 10 years? How much additional power generation by the utilities will be necessary for the proposed electrification project?

3 4 5 6 7 8

9 * (Sect. ES.2.2.2) How much 25 Kv (and 2 x 25 Kv) catenary wire will be constructed along the approx. 156 miles of dual (with sections of tri- and quad-) track of the 'Shore Line' portion of the Northeast Corridor (NEC), (including along feeder track, switch-offs, station multitrack, freight yards, maintenance areas, storage track, service track, turnaround facilities, and other track), and cabling between the (4) substations, the (18) paralleling stations, and the (3) switching stations, and the associated OCS feed cable?

10 * (Sect. ES.5.2) Regarding the statement (on page ES-7): "No adverse impacts are anticipated in the areas of socioeconomics, energy and electromagnetic (EM) fields and interference." I especially question the statement, in light of my review of the technical data presented in the draft EIS, and the statement made on page 3-5 (Section 3.2, Socioeconomics) "The proposed project has the potential to increase noise and vibration, electromagnetic fields, ...". Perhaps the apparent inconsistency between these statements can be clarified.

11 * (Sects. ES.5.2.3 and 3.4) How much audio noise will be generated by corona discharge from the 115, 25, and 2 x 25 Kv lines, especially during certain climatic periods (e.g., high humidity, fog, rain, snow)? I see no mention of the corona discharge issue in the document (Sect. III/ 4.4.7). Also, has an estimate been made of the amount of ozone which will be generated by virtue of the corona discharge? Will this produce a significant impact on the Air Quality (Sect. ES.5.2.7)? Will the amount of vibration increase by virtue of the corona discharge?

12 * (Sect. ES.5.2.5) What will be the extent/ magnitude of pedestrian exposure to the E and H fields at the crosswalks, on the station platforms, and at the "approximately 22 locations along the ROW at which pedestrians cross the tracks" directly under the 2 x 25 Kv OCS and feeder cables? Also, what exposure to the E and H fields will be received by passengers on the train? Have measurements of the E and H field exposures received by passengers been made within the rail cars on the present electrified rail segments? How does this EM exposure change when the train passes under existing high voltage Tls? Will this exposure change upon the addition of the new 115 Kv Power Supply lines and tie-ins/ Tls?

13 * (Sect. ES.5.2.8) Regarding the safety aspects of the 115, 25, and 2 x 25 Kv lines, the OCS system, and the associated feeder lines: What is the susceptibility to damage to the catenary, the support structures, and the feeder cables and support wires, from high winds, ice formation, falling trees and limbs, flooding, truck/ auto and other vehicular collision on roads and overpasses, boat/ barge collisions at water crossings, aircraft, etc.? I notice that Sect. 4.8.2 (Public Safety Impacts) does not discuss any of these points. What will be the annual maintenance cost estimates for the 115, 25, and 2 x 25 Kv lines, the OCS system, and the associated feeder lines and support structures?

14 * (Sect. 3.5) EM Fields and Interference. For the 2 x 25 Kv catenary operated at a typical electrical load (as yet unspecified in the document), what are the predicted (and measured) E and H fields in the three zones (listed on p. 3-11), at a height above
15 the earth of 3 ft.? How do these E and H values change (increase) as the electrical load increases on a line segment? The OCS, containing the 2 x 25 Kv lines is apparently suspended only about 18 ft. above the earth, which suggest that the source
16 of the strong EM fields will be only about 12 ft. above the head of the average person, if standing on the rail tracks. And perhaps closer for those standing on the station platform. What will the electric and magnetic fields increase to if a number of burdened electric engines (i.e., locomotives) are operating at the same time (and thereby significantly increasing the electrical load, and consequently the current draw), on a particular segment of the rail line? As an example, assume that a North (N)- bound passenger train and a South (S)- bound passenger train (both with lights and heaters energized) are simultaneously departing a particular station, and four other burdened electric engines are also operating in the vicinity (e.g., within 4 miles of the same station). How will this situation affect the E and H exposures of passengers on the station platform? And those within the rail car? Of the train crew operating the rolling equipment? Of outdoor maintenance workers in the ROW?

17 * (Sect. 3.5) EM Fields and Interference. Re; the statement, "The EM fields that would be generated would have frequencies ... typically between 3 and 3000 Hz ... known as extremely-low-frequency (ELF) EM fields". I believe that the existing electrical engineering data has demonstrated the generation of EM fields, and radio influence (RI), and radiofrequency interference (RFI), at frequencies greater than
18 3000 Hz (3 Khz), and lower than 3 Hz from 115 Kv, 25 Kv, and 2 x 25 Kv power circuits. It is the ELF region of the EM spectrum which has been cited in the scientific literature most often in the past 10 (or so) years as possibly being implicated in serious adverse biological consequences, even with certain short, low level exposures, but especially with continuous exposures. For example, I cite just a few recent references:

Status Report on Potential Human Health Effects Associated with Power Frequency Electric and Magnetic Fields, for the Reporting Period: August 1990 -June 1991. Prepared by Energetics for the Maryland Department of Natural Resources (Power Plant Research Program) and the Public Service Commission of Maryland (1992).

Extremely low frequency electromagnetic fields: The question of cancer; edited by B. Wilson, R. Stevens, and L. Anderson, Battelle Press, Columbus, 1990. 383 pps.

Hileman, B., "Health Effects of Electromagnetic Fields Remain Unresolved: Biological effects from low-level nonionizing fields are well established, but clear answers about adverse health effects continue to elude researchers", Chemical &

Engineering News, 71 (45), Nov. 8, 1993, pps. 15-29.

Tenforde, T.S., "Biological Interactions and Potential Health Effects of Extremely-Low-Frequency Magnetic Fields from Power Lines and Other Common Sources", Annual Reviews of Public Health, 13, 173-96, 1992.

Health standards and guidelines for protecting the public from the effects of an electric field produced by overhead power-frequency electric transmission lines. U.S.S.R. Ministry of Public Health, Moscow, Document No. 1726-84, 1984 (In Russian).

Shandala M., Dumanskiy YU., Bezdolnaya I. The biological effects of power frequency electric fields in the environment. In: Modern Bioelectricity. Plenum Press; New York, 1988, pps. 927-965.

Maney, C.T., A Systematic Approach to Magnetic Field Minimization from Urban Power Lines, Invited Presentation at 3rd Annual Conference of the 'National EMR Alliance', held Nov. 12-13, 1993, Pittsburgh, PA.

Riley, R.M., Glaser, Z.R., & Caira, L., Invited Article for the Corridor Real Estate Journal (serving Baltimore-Washington, DC, and Northern VA.), Vol. 4 (No. 39), February 12, 1993, Special Issue on the 'Environment', pps. A-15 & -16, "Power Line Concerns--Some Real Estate Perspectives".

Brief reference to the "public's perceived fears of the EMF health effects" have been mentioned in the EIS (in Sect. III/ 1.3.4.2)

19 * (Vol.III, Appendix B) I recognize most of the excellent databases cited, and have used many of them in my work. Notable, because of its absence, however, is reference to, or even mention of any of the databases pertaining to the biological effects of EM fields. Some examples include: TOXLINE, MEDLINE, CANCERLINE, and others. A number of excellent recent bibliographies on the subject also exist. An older bibliography of the world literature on the subject of radiofrequency (RF) electrobiology, which is frequently cited, is the one I published in about 1970, and updated about annually with 9 supplements. Approximately 6000 references on the subject are contained in the bibliography, supplements, and addenda. I no longer felt the need to maintain the bibliography (nor had the time to do so) once the bioeffects databases came on line. For completeness, I cite the 9th Supplement, and the Compendium to the bibliography.

Glaser, Z.R., Brown, P.F., Allamong, J.M., & Newton, R. (1977), NIOSH Technical Report, DHEW (NIOSH) Publication No. 78-126, "Ninth Supplement to Bibliography of Reported Biological Phenomena ('Effects') and Clinical Manifestations Attributed to Microwave and Radiofrequency Radiation." Reviewed in 'Book Review Section' of Amer. Indust. Hygiene Assoc. J. 40(7):A-28 (July 1979).

Moore, J.L., and Glaser, Z.R. (1984), Cumulated Index to the Bibliography (by Glaser) of Reported Biological Phenomena ("Effects") and Clinical Manifestations Attributed to Microwave and Radiofrequency Radiation, (development of the Index sponsored (and paid for) by Bureau of Radiological Health, FDA), 286 pps. (Available from J. Moore & Associates, P.O. Box 5156, Riverside, CA 92517-5156).

20 * (Sect. 3.5) EM Fields and Interference. Re; the statement, "Population beyond 150 ft. of the EMF source are not considered to be affected since no incremental EMF exposure is expected beyond this distance." (Underline has been added by me for emphasis). Has this statement been verified by the writers of the draft EIS, from measurements on the already- electrified portions of the rail system? I have made

21 such E and H field measurements near various TLs and other lines (operating at a frequency of 60 Hz, with voltages between 1 and 230 kV, with various electrical loads, and suspended above the earth at various heights), and have clearly been able often to quantitate E and H fields at distances greater than 150 ft. from the line. Others have also done so, and published reports of their findings are available. In

22 addition, I note that no consideration and mention of the E and H fields associated with (and generated by) the 115 kV TLs, from the utility (power) companies to the rail substations, has been noted in the draft EIS.

23 * (Sect. 3.5) EM Fields and Interference. Re; the statement (on page 3-11), "... that the train passenger (voluntary exposure) has alternatives ...". I believe it is in error to consider that the rail passenger receives voluntary exposure to the EM fields. Likewise, in the same paragraph, the statement "... workers (e.g. electrical line workers) who would normally be exposed to EMFs and protected under specific occupational safety regulations." (underline is mine). I'm not certain which "specific occupational safety regulations" are being referred to, although I suspect the author is referring to the old OSHA standard (1910.97) for RF EM fields. Please be advised that OSHA has suspended (about 8 years ago) enforcement of that part of the standard, in the face of criticism, and the revisions/ modifications and guidelines being developed by ANSI (C95. 4), the ACGIH (TLV for EM fields), and other groups. As of this date, OSHA is not presently enforcing a standard (according to personal communications with the Director of the SLC, UT, Health Response Team/ Field Office). Since I have served for many years on the ANSI and ACGIH (and other groups) committees involved with the development of standards/ guidelines for human exposure to EM fields, I am well aware of the considerable discussion, criticism, and efforts at (and difficulty with) revising the EM exposure "standards". I believe it is misleading to imply that worker "protection" is presently assured. In the previous paragraph of the EIS document, a effort is made to distinguish between short-term and long-term exposure of personnel to the generated EM fields. I believe that certain occupational exposures (such as are received by some members of the train operating crew, as Table 4.5-2 indicates, up to 134 mG of H field exposure in the locomotive), and some passenger exposures (such as regular, long distance commu-

24 ters, as Table 4.5-2 indicates, up to 37 mG H field exposure of passengers on the train, and up to 209 mG H field exposure in the station/ on the platform) would qualify as long-term exposure. (Sect. 3.5.1.2) On page 3-12, a discussion is presented of some background and common EM exposure sources. While it is correct that certain electric devices (such as hair dryers) will produce strong EM fields, their intensity drops off rapidly with distance from the source (contrary to the fields from an extended source such as a power line, or the OCS). Also, the exposure to EM

25 fields from a hair dryer are generally only for short duration, and occur only to a small (limited) portion of the body. Incidently, Table 4.5-1 is somewhat out of date, and contains a number of inaccuracies.

26 * (Sect. 4.5.3) EMF Impacts. The opening statement, "Since there is no established link between EMF exposure and public health effects, ...". Unfortunately, the writer has not considered the weight of evidence contained in the scientific literature. Perhaps some of the literature I cited earlier will enable the writer(s) to become a bit more versed with some of the ELF bioelectromagnetic health and safety issues.

27 * (Sect. III/ 5.3.3.1) The Physical Agents Threshold Limit Value (TLV) Committee of the American Conference of Governmental Industrial Hygienists (ACGIH), [please note the correction in the name of the organization], on which I have served since about 1979, has had under consideration (for a number of years), a statement relating to the possibility of carcinogenicity associated with EM fields. The TLV book notes that the issue is presently under consideration.

28 * (Sect. III/ 5.3.3.2) The Center for Devices and Radiological Health (CDRH), (from which I retired in 1992), of the FDA, realizes that magnetic resonance imaging (MRI) devices are operated only by trained and licensed "practitioners of the healing arts", and that the risk of the intense EM exposures received by the patient usually are accompanied by (and compensated by) significant benefit to the patient.

I hope this information assists you in your review of the draft EIS.

Sincerely, Zory R Glaser

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encl: Appendix A

MC 4-9

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December 2, 1993
Via FEDEX
File .DEIS / R 002

Mr. Glenn Goulet, DTS 72
US DOT / RSPA
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RECEIVED 12/13/93 gm

SUBJECT: Draft Environmental Impact Statement Northeast Corridor Improvement Project - Electrification - New Haven CT - Boston, MA (Vols. I and III.)

Identification of Flaws in the Proposal, missing and incomplete Documentation and resultant flawed Conclusions

Dear Mr. Goulet:

First, in my communication to you dated 11/26/93 (file DEIS / R-001) via certified mail, I asked for an extension of the deadline to respond, and I trust you will give my request careful consideration after you have read the evidence I am submitting herewith for inclusion into the Record. Necessarily because of the time constraint much evidence must be omitted and may have to be introduced through legal processes later on.

For your convenience I am identifying the following major flaws, omissions and failures of the DEIS to comply with the requirements of the law, if not ordinary common sense.

Much of the data submitted is in the public record and the files of the DOT, FRA, and AMTRAK and it is clear that the DOT / FRA contractors, Daniel, Mann, Johnson and Mendenhall / Frederick R. Harris, Inc. are either incompetent or deliberately ignoring viable known options which render electrification unnecessary.

I will prove beyond any reasonable doubt that the electrification plan proposed is neither necessary for the stated AMTRAK service improvements nor economic, and therefore not in the public interest.

There are literally hundreds of minor errors and misstatements of fact, but I call your attention to the principal flaws which are discussed as follows:

(1)

1. **Electric Traction is Necessary for 3 hour BOS - NY Trip times**

The repeated statements that only "extension of electric traction" (utilizing fixed electrification) can reduce trip times to less than three hours is patently false and misleading. (Refer to page ES-1, Vol. I, para. 2 and 3).

For the DEIS / R to be credible, accurate, and fair, proven non-electric technology train performance meeting "screening criteria 1." must be considered as an alternative and not be omitted without performance documentation and comparison with electric trains proposed for this service.

FACT: The DEIS / R totally ignores history of an earlier Department of Commerce / DOT demonstration project wherein United Aircraft developed the TurboTrains (TURBO I's) specifically for 160 MPH running anywhere in the Notheast Corridor and on standard guage track anywhere in North America.

(2)

These trains were technically "turbine motor trains", standard nomenclature for self propelled trainsets, i.e. no locomotive. (Refer to page 1-3 para 5 and 6) The DEIS / R statement that "turbotrain operations were introduced in the Empire Corridor" is totally false and misleading. In fact the 1967 UAC TURBO I's would fully meet the performance criteria of less han 3 hour trip times today

FACT: The original purpose of the DOC TurboTrain program was to make electrification unnecessary. Today, the substantial improvements in turbine and drive system technology are apparently unknown to the consultants, and obviously were dismissed. For example the very same turbine type used in the original UAC TURBO I's is still in volume production but has 2 1/2 times the power and 21 % lower fuel consumption per HP.

EXHIBIT A. (Attached) is the cover and summary of Vol II, the Technical Proposal submitted by United Aircraft Corporate Systems Center This clearly indicates the design and performance parameters which the train subsequently exceeded in test and operation.

FACT: The DEIS / R also totally ignores the proven performance record of the TURBO I trainsets both as to high speed running on the "Shore Line" of the New Haven RR and on the Pennsylvania RR between Trenton and New Brunswick, N.J. as well as a Boston - New York high speed test run made in less than three hours.

EXHIBIT B. (attached) The TURBO I performance is described by Mr. D.W Adams of Louis T. Klauder and Assoc. in an ASME paper dated January 30, 1968, pertinent pages of which are attached.

EXHIBIT C. (attached) Letter from Mr. Paul Baker, former TurboTrain crew chief, with a personal letter to the writer describing various fast test runs with original TURBO I trainsets, many in well under three hours from Boston to Woodlawn Jct. Note: since Woodlawn Jct is 10 miles from GCT about 15 minutes must be added to obtain total trip time. Also at that time the speed limits were 79 MPH South of New Haven (100 mph now) and 110-120 mph in certain locations New Haven - Boston. (150 MPH implied in the DEIS/R).

FACT: These trains were operated in revenue service from April 8, 1969 until September 1976 both to Grand Central Terminal and later to Penn Station on the fastest service ever run to this date (3:39 Hrs.) AMTRAK's best express schedule w/ 4 stops is 4:11 Hrs! TURBO I's also ran in Canada between Montreal and Toronto on the fastest schedules ever for 14 years from 1968 to 1982 so it cannot be alleged that this is unproven technology

EXHIBIT D. A reprint of W. Middleton article in the March 1970 "TRAINS" magazine delineating the TURBO operations that year.

2. **There is no alternative for Electrified train performance**

The DEIS / R alleges that "the gas turbine locomotive does not have the acceleration and deceleration capabilities that are found with the all electric locomotive". This totally unsupported statement is false and misleading as will be shown. A distinction (apparently lost on the consultants) should be made between a locomotive drawn train and a self propelled train which does not have a separable locomotive The TURBO I's referenced above were self-propelled turbine motor trains or "TMT's"

and were possibly omitted because of the narrow definition used, nonetheless there was a clearly a proven American product developed which should have been documented in the DEIS / R.

The DEIS / R is fundamentally flawed because the assumption that only electrification can provide the requisite performance has been proven to be incorrect.

FACT: The fact that electric traction is used has absolutely nothing to do with determining the acceleration and deceleration of a train. This statement indicates a fundamental lack of engineering understanding. The Newtonian equation of F = M a (Force for tractive effort, or braking effort = Mass times acceleration). Horsepower per ton of train weight is an approximate way of assessing the acceleration of a train and it should be noted that the TURBO I TMT-3d trainsets had 3300 HP for traction and weighed but 128 tons fully loaded - or a HP per ton ratio of 25.8. On the same basis the ABB X-2000 has a HP / ton ratio of only 11.5 (making it doubtful that it can even make the 3 hour schedule). CONEG reports show a computer simulated best schedule with the more powerful AEM-7 took 3:08 hrs.

FACT: There is not one iota of evidence presented in either Vol I or Vol III of the DEIS / R to show that the various existing electric trains can make the desired trip time. First the 238 curves between New York and Boston requires a banking suspension for comfort as well as a low center of gravity train for reasons of safety. No electric train fully satisfies this requirement. Such a train was designed by United Aircraft in 1965 for New York Washington service (using the very same ASEA traction motors used years later for AMTRAK AEM-7 locos.) and it will be shown that high horsepower per ton is the final determinant in performance - not whether it is electric powered or not.

FACT: Deceleration has little or nothing to do with electric traction. It is influenced by train design and particularly the presence of a heavy locomotive. The 88 tons of extra weight for a modern electric locomotive requires more braking power to stop the heavy locomotive and complicates the braking problem

EXHIBIT E. This clearly illustrates the acceleration performance of two electric trains (including the X-2000 proposed by AMTRAK for this route) and two non-electric trains - one a turbo - electric trainset (TMT-6D-3) and the other a similar configuration diesel-hydraulic motor train (DMT-III-6d) All trains have approximately the same passenger capacity, but there is a vast difference in weight and in the power required. The TURBO I has the highest HP / ton ratio and consequently the highest acceleration at 100 MPH.

Thus it should be clear to anyone "skilled in the art" that electrification has nothing to do with train performance, but rather with Newton's laws of motion.

EXHIBIT F. Figure VI-1 Speed Distance Performance for the original TURBO I of 1967 also illustrates what 25.78 HP per ton will do, with a zero to 100 MPH speed in only 1.1 mile ! Please note that from 100 to 125 MPH a distance of only one mile is required. Even the German ICE train (with 2 locomotives + 9 cars - 12,868 HP) gives a very high 23 HP/ ton - - but still not as much as the TURBO I of 1967. So it cannot be concluded that "- the principal operational benefits of electrification included superior acceleration

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and deceleration capabilities, higher achievable operating speeds. . ." (see DEIS / R Vol I. page 2-3 para. 4)

3. Only Electrification can eliminate the locomotive change at New Haven

The problems of operating conventional locomotive drawn trains through New York tunnels has historically been accommodated by locomotive changes in New Haven The use of the decades old FL-9 dual power locomotives is a solution still in use today. Likewise the use of third rail power for the AMTRAK RTL Turboliners does not require electrification. For really high speed train service, the problem was solved nearly three decades ago in the form of the United Aircraft Turbotrains ! From 1969 to 1976 the TURBO's operated into New York logging thousands of trips each requiring third rail electric operation in New York tunnels.

While in the New York tunnels the low speed limits of 40 and 50 MPH require modest levels of power (hundreds of Horsepower - not thousands) even when taking into account the maximum 1.3% gradient Therefore it is NOT reasonable to even suggest that wiring AMTRAK from New Haven to Boston is necessary for this reason. The consultants haven't done their homework.

This argument for electrification has been proven to be unnecessary. In fact AMTRAK has General Electric dual power locomotives being manufactured that can be used for New York- Boston service soon. For high speed service TURBO I 's proved that electrification is not necessary also.

FACT: The need for electrification to eliminate the locomotive change at New Haven is a spurious argument. Please refer again to EXHIBIT D. page 34 .

EXHIBIT G. A picture of a TURBO I in Penn Station verifies the operation on third rail. Contrary to the false statements in the DEIS / R Vol. I page 2-7 para. 3, these high speed trainsets could indeed fully meet screening criteria one and three. New design TURBO III also fully accommodate operation on third rail and better a three hour trip time.

EXHIBIT H. For diesel powered motor trains proven technology exists to purify the exhaust emissions from modern low - polluting diesel engines, and eliminate even the need for third rail traction equipment. The attached exhibit . Railway Age July 25, 1977 illustrates a locomotive designed by the writer that meets all requirements of the US Bureau of Mines for continuous operation. This has been in operation in tunnels of the Toronto Transit Commission ever since. Obviously no electrification is needed at all.

EXHIBIT J. This describes the proprietary *Fastracker® DMT* exhaust gas conditioning system suitable for NEC and New York tunnel operations. This available technology was not even mentioned in the DEIS / R even though it is a proven cost effective solution.

4. Train Performance - the missing evidence in the DEIS / R

The DEIS /R volume III (Technical Studies) offers not one scrap of evidence that any technical studies have been performed to support the contention that any of the electric locomotive hauled trains can even make the proposed schedule. Further, the FRA studies and train performance simulations have not been included

FACT: The consultants did not avail themselves of data proving that the BOS-NY trips were actually made by UAC TURBO I's in 1967, nor recognize that

the TURBO's were originally to be run on a 3.15 schedule before any track improvement was undertaken. Under today's vastly improved track condition and higher speed limits between "Shell" and New Haven improved performance for the TURBO I's would be possible. It would appear that the consultants had no interest in undertaking a fair and unbiased look at any alternative that might make electrification unnecessary.

EXHIBIT K. A copy of a Trailblazer Technologies. Inc. summary of data obtained from CONEG reports and UAC Turbitrain information is furnished to to illustrate that simulations of electrified train performance have not shown conclusively that a three hour trip time could even be accomplished

FACT : CONEG (Coalition of Northeastern Governors) has studied the BOS- NY high speed rail service extensively and announced publicly their policy. Nowhere is electrification even mentioned as being necessary to achieve the trip time goals. Turbo and Tilt technologies were the cornerstone of CONEG policy . In the CONEG technical reports various trip time simulations were shown.

EXHIBIT L. The CONEG Press Release dated April 26, 1989 gives no mention of a need for electrification, but (correctly) indicates the need for turbo powered trains with banking suspensions.

FACT : Nothing in the DEIS / R provides the slightest proof of the ability of electric trains to perform the intended mission . A top speed of 150 MPH is mentioned yet nowhere is it mentioned what the speed limits are to be for various line segments or speed limits on curves for various types of rolling stock . (Curve safe speed limits should be set according to the center of gravity characteristics of rolling stock). With 238 curves from New York to Boston top speeds are severely restricted , yet this vital information was omitted from the report. To anyone familiar with the line ,as I am , it should be obvious that there are only a few miles that can be run over 120 MPH, so a 150 MPH reqiurement is impractical - or is there a hidden agenda ?

EXHIBIT M. Shown is the cover of our 1986 AMTRAK track chart which was obtained from AMTRAK in 1989. Presumably the consultants have this. It is revealed clearly that high speed accelerations from 80-110 MPH are the determining factor in making minimum trip times (other than operating delays and stops) . In this the AEM-7 and X-2000 trains are deficient in high speed acceleration as can be seen also in EXHIBIT E. So the value of electrification will have to proven with facts and not the broad generalities offered in the DEIS / R.

EXHIBIT N . This is a sheet from a United Aircraft computer printout for a section of the "Shore Line" between Boston and Providence. This is the best part of the line for high speed running . As can be seen that the numerous speed restrictions pretty well restrict top speeds below 110 MPH and only 10 miles can be run at 125 MPH. The line south of Providence is worse .

4 *If the DEIS / R is to be believable then Volume III (technical) will have to provide sufficient technical data to allow comparisons between electrified trains operating from a catenary as proposed , and self propelled turbo or diesel trainsets operating on the existing infrastructure . This should include train simulations, with outputs of trip time , energy consumption peak power consumption , energy costs , etc.*

5. Energy Consumption - Increased with Electrification

The DEIS / R tells it all ! The energy consumption data presented spells out the excessive energy consumption necessary by electric traction . In Vol III of the DEIS / R on page 6-18 the energy consumption of the proposed electrification is shown as that of the "no build" alternative. On page 6-19 the BTU's per passenger mile soars from 1,406 BTU's per passenger mile to 3,167 with electrification. Thus the electrification scheme is wasteful of energy and at the same time generates more pollution

FACT : Had a modern self - propelled trainset solution (such as the TURBO III) been considered and honestly studied, it would have a resultant fuel consumption only 8.5% above that of the "no build" alternative .

EXHIBIT O. This is an original copy of a TURBO III proposal to AMTRAK on April 10, 1989 in which the economics and fuel consumption is detailed. The consultants should have obtained this document from AMTRAK.

EXHIBIT P. This is to verify that the components are "real" as produced by ABB Transportation Systems and are catalogue items. The TURBO III is for real ! Regarding energy there is ample data to allow simple calculations to arrive at BTU's per seat mile , or passenger mile at any load factor chosen. Based on a 70% load factor the TURBO III would consume 1,526 BTU's per passenger mile when running on a 2 hr 50 min schedule with 4 stops.

EXHIBIT Q. This information from TRAILBLAZER TECHNOLOGIES, INC. is representative of the latest of the TURBO trainsets. Companion 125 MPH DMT Diesel trainsets appear to be nearly identical and have similar performance chacteristics at speeds below 125 MPH.

The DEIS / R clearly does not reflect the fact that it is feasible to both achieve the performance of electric traction, and reduce energy consumption by 52% Clearly this DEIS / R is a seriously flawed document. This is unfair to American designers and manufacturers of innovative high speed trains.

6. Pollution - increased with Electrification

The information outlined in the DEIS / R is at variance with the energy consmed by the electric trains. Even the data apparently used for the "no-build" scenerio is suspect and does not agree with other EPA data on railroad diesel engine emsiiions. A lack of time precludes a proper analysis , but it stands to reason that if a TURBO III uses 48% of the energy of an electric train proposed and 1/2 of the electric power to be used is generated using oil (DEIS / R Vol III pg 6-18) then the TURBO solution would use slightly less petroleum and generate less pollution It appears that the pollution generated from various electric plants on the grid are not being counted , since they are not in the project corridor.

FACT: Even the "No-Build" scenerio is flawed in that present locomotive technology is badly out of date and nearly twice as polluting as modern "high tech" diesel engines such as the Cummins K-19 . This engine is used around the World for rail traction and over 45,000 are in use.

EXHIBIT R. A TRAILBLAZER TECHNOLOGIES , INC. data sheet on pollution shows the pollutants emitted by GM, GE and Cummins diesels. When the Cummins engine is used in a lightweight *Fastracker® DMT* trainset

the power requirements are typically cut in half, thereby resulting in about 1/4 the pollution as a locomotive hauled train of equal capacity.

Again the DEIS / R is shown to be seriously flawed. It appears that the consultants are totally out of touch with what is going on in the World !

7. Socioeconomics - another flawed conclusion

(5) The summary of this section in the DEIS / R carefully overlooks the need to address "economic requirements" on page 2-1 para. 2. Clearly the impact of over a billion dollars of unnecessary expenditures has an adverse impact on every taxpayer. At the same time an energy intensive electric train solution will either increase the cost of a ticket on AMTRAK or the taxpayer subsudy to AMTRAK will necessarily increase.

FACT : there is already a well documented , proven solution in the form of American built self propelled trainsets. All the technical problems with electrification can be avoided , but most importantly why blunder ahead on such a wasteful , inefficient project ?

EXHIBIT S. This chart simply prices three solutions for high speed 3 hour service NY- BOS . The numbers can all be documented **Will the consultants please explain how this can possibly be justified to the American taxpayer ?**

Finally, although this critique is by no means complete , please enjoy the encolsed VCR videotape **"The Tour of the Turbo"** (EXHIBIT T) and see the public response .

Very truly yours,

Alan R. Cripe

Alan R. Cripe

Enclosures

MC4-10

RECEIVED

November 29, 1993

George Haikalis
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(212) 475-3394

Albert L. Papp, Jr.
Transportation Consultant
121 Northfield Road
Millington, NJ 07946
(908) 647-6659

Mr. Glenn Goulet, DTS-72
USDOT
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Glen,

(1) I am writing to you on behalf of Al Papp and myself to request that you extend the comment period on the DEIS on the New Haven-Boston Electrification Project by 60 days.

As you will recall we discussed the progress of the DEIS report on this project over the telephone on numerous occasions this past year and you were kind enough to send me a copy of Volume I of the DEIS when it was first issued.

However, when I called you to request Volume III which contains the technical reports that are intended to support the findings in Volume I I was told it was out of print and that I would have to wait for a second printing. I only received Volume III on November 17, 1993 the day before the last day of the hearings on this project.

I think more time should be granted for us to review this project. As you know we have already discovered many problems with the technical studies and we would like to complete our analysis. I'm sure we share with you an equal desire to see that high speed rail improvements in the Northeast Corridor are both cost-effective and environmentally sound. The project will benefit greatly from our additional input.

Thank you.

Sincerely,

George Haikalis
Transportation Consultant

MC4-11

December 2, 1993

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Mr. Glenn Goulet, DTS-72
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Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, Massachusetts 02142-1093

RECEIVED

Dear Mr. Goulet:

As indicated in our correspondence to you of November 26, 1993, we are submitting comments on the Draft Environmental Impact Statement/Report (DEIS/R) dealing with the proposed Northeast Corridor Improvement Project (NECIP) electrification project from New Haven to Boston as we investigate areas with which we have have some concern. As such, we request that this letter, and the information contained herein, the attached documents and comments be made a part of the public record in this proceeding.

I want to reiterate the request of my co-author, Mr. George Haikalis, sent to you on November 29, 1993, requesting a 60 day extension of the public comment period on the DEIS/R. Reasons for this request include 1.) the late receipt of Volume III (delivered but one day prior to the November 18, 1993 public hearings in Connecticut); 2.) the omission by the consultants Daniel, Mann, Johnson, and Mendenhall / Frederic R. Harris, Inc. of specific inquiry into the technological merits of turbine motor trains as referenced in our submission "Seven Myths about the Boston Electrification Project", and in the 1989 Amtrak TURBO III proposal transmitted to you, in the first case, at Old Saybrook, Connecticut on November 18, 1993, and in the second case, in our correspondence dated November 26, 1993; and 3.) the oversight by the John A. Volpe National Transportation Systems Center, Cambridge, Massachusetts to permit sufficient time for interested parties to respond in a professional and detailed manner to the voluminous material documented in the DEIS/R.

(1) Typical of the less than accurate and detailed analysis incorporated in the DEIS/R appears early in Volume I on page 1-3, whereby the High Speed Ground Transportation Act of 1965 (HSGTA) is referenced and claims that "Metroliner equipment was successfully deployed along the New York City Washington route and the turbotrain operations were introduced in the Empire Corridor between New York City and Albany." This statement is incorrect with regard to both the Metroliner and the turbotrain. I am submitting for inclusion in the official public record a copy of an article reprinted from the March, 1970 issue of TRAINS magazine entitled

"Turbotrain revisited." Authored by William D. Middleton, a well known railroad expert and writer, it describes that Rhode Island Senator Claiborne Pell was a key individual in bringing the HSGTA to fruition. Early reference is made to "the trouble-plagued Metroliner project..." Most importantly, the article points out that "the Act also provided the basis for a Federally assisted high-speed demonstration program for the 44-mile Boston-Providence (R.I.) route." The author goes on to highlight how United Aircraft Corporation entered a design competition and was awarded a contract to provide two three car turbine powered trains for the ensuing demonstration program. Subsequently, this train also ran between Washington D.C. and Parkersburg, West Virginia, as the enclosed schedule notes. It, too, is submitted for inclusion in the record. Also attached for submission in the official public record in this proceeding is a copy of a Wall Street Journal article dated July 12, 1974 that details United Aircraft Corporation's withdrawal from the passenger train business. The article goes on to say that Amtrak leased two French built turbine trains for Chicago-St. Louis service. Variations of this train eventually were placed into the Empire Corridor, and had nothing to do with the original intent of the HSGTA of 1965!

If the DEIS/R can so confuse - either by intent or neglect - such a basic repetition of historical occurrences, then what comfort can we, other readers, lawmakers, taxpayers and ordinary non-involved citizens have in a document administered by our Federal government that appears to have grave difficulty distinguishing fact from fiction? In many ways, this DEIS/R has an Orwellian quality about it; in other words, let's rewrite history if there is some disturbing element that otherwise detracts from our well ordered existence and preconceived notion of how things really ought to be. Throw that part of the offending history into the information ministry's incinerator and miraculously, it never was!

Due to the shortness of time, we have not examined the energy consumption of the electrified trainsets postulated in Volume III to the extent that we would have liked. Suffice it to say that the heavy European style trains around which you have wrapped the DEIS/R can be shown to be relatively excessive in their electric use compared with a lighter TURBO III which we employed as our baseline. We are hopeful that other participants in this public process will have had some time, miniscule as it is, to delve into detailed calculations for evidentiary purposes.

Finally, I have enclosed for the record an FRA report on "TURBO SERVICE, BOSTON - NEW YORK" dated June 13, 1969.

For the consultants, I am sincerely,

Albert L. Papp, Jr.

Albert L. Papp, Jr.

cc. Mr. Mark Yachmetz, FRA
Mr. William T. Gage, MEPA

MC4-12

Belknap Freeman, PE

119 HICKORY LANE
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(215) 527-0146

20 November 1993

Mr. Glenn Goulet, DTS - 72
USDOT/RSPA
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Re: Draft Environmental Impact Statement / Report
Northeast Corridor Improvement Projet
Electrification - New Haven CT to Boston MA
DOT-FRA-RDU-93-01-A, Dated September 1993

Dear Mr. Goulet:

In appreciation of my prior request for a copy of the Environmental Impact Statement / Report having been honored, I have taken the opportunity to comment on the contents of Volume I in accord with Mr. Mark E. Yachmetz's letter of transmittal dated October 4, 1993. Pertinent parts of Volume III have been explored to insure my remarks concerning Volume I are in order.

My comments are broad and extensive; therefore they are organized in three individual attachments included with and a part of this letter. The attachments are organized as a "Broad Overview", "Errors & Omissions", and "Miscellaneous Impacts".

My comments are intended to be constructive; to add an element of fairness, and in some comments - to introduce a sense of being practical. Most comments are keyed to page numbers; but as the EIS has a tendency to repeat itself, comments referenced to a specific page also apply when the same item appears again in the text of the EIS.

Overall consider the EIS unnecessarily negative in respect to getting the job done. As the report can be employed as a "reference" its "facts" should be correct and complete; particularly as those impacted might not have the opportunity to protect themselves.

A copy of the final Impat Statement/Report will be appreciated as well as any dialogue that arises as a consequence of this review.

Very truly yours,

Attachments:
Appendix I Overview
Appendix II Errors& Omissions
Appendix III Misc Impacts

Sent Certified
P 645 254 464
Return Receipt

cc:
Rishard D. Johnson, Amtrak

Broad Overview

Appendix I to Letter 20 November 1993

Belknap Freeman,PE to Glenn Goulet

Draft Environmental Impact Statement / Report

Northeast Corridor Improvement Project

Electrification -- New Haven, CT to Boston, MA

DOT-FRA-RDU-93-01-A, Dated September 1993

Overview:

As a broad overview, the Draft Statement Report, when read as a complete document, suffers badly from excessive repetition. As one example, over and over, one is told of the number of trains Amtrak operates and intends to operate in the immediate future; but the reference to the year 2010 figure (which jumps to more than twice other references) is infrequently mentioned. On the other hand MBTA commuter trains, even identified by quantity at times, are not identified as to the distance they operate to (destinations) which is significant as it is indicated that they would be "diesel" operated, thus at a slower pace than Amtrak trains.

Little mention is made of the overhead support required such as Maintenance of Way trains (track) or Wire Trains, where they would lay up, et., as they are potential conflicts with Conrail and P & W service at night. No word on possible additional use of rail-highway maintenance vehicles and how they get on tracks in the absence of rail highway crossings (an issue of control of public abuse for any arrangement of "set offs").

As mention is made of possible commuter service for Connecticut DOT east of New Haven, no mention of layup yard or facilities at end of territory, and the use of "off main line " commuter station facility (e.g. North Brunswick,NJ) as a solution to the problem of Pedestrians near main tracks which the EIS Statements frequently makes reference to.

Excessive Concerns:

1 In the tabulations, Tables 3.3.1, 3.3.2, and 3.3.3 (Pages B-8 thru B-10) "Status of Historic Resources in the Project Area", to include structures that appear in some instances to be private property, then to recommend or indicate that they are eligible to be designated to be "Historic Properties" , would seem to be stirring up actions that can constitute "taking of property rights" without the consent or interests of the owners. If there had not been

activity in this area previously would appear to free the project from any burden or concern for "after the fact designations".

Introduction:

2 The are details of issues in the Environmental Impact Statement / Report, which if added, could make stronger arguments for "doing the project". For example, in making the locomotive change at New Haven, with individuals, many with baggage, in getting off or getting on train at the New Haven Station are confronted with the lights in the train going out (as power for train lighting, other than emergency lights) goes out during locomotive change procedure.

3 In discussion of alternatives, for example there was an analysis of third rail operation as an alternative. Comments were made concerning the need for many substations along the route and the hazard for the public. It would be a stronger issue if one were to include the results of elaborate tests performed by the Long Island Railroad to satisfy that issue, wherein it was determined that at higher speeds one could not obtain adequate energy, excessive arcs and burn off of contact shoes, alignment problems, et all.

An Obvious Scenario:

4 **In Volume III**, page 4-56, the text reads: "...future eletric Commuter service uncertain..." Yet as the advantage of including commuter service within the scope of the project is obvious, it would seem advantageous for the Environmental Impact Statement to provide a bit of background as to the underlying problem which is hidden from normal view , involving funding and jurisdiction.

The statement is made, in part: "... However, a more detailed, site specifi EIS is required before FRA can make a final decision on whether to fund the proposed electrification project..." (Page ES - 3, Vol I).

Page 1-7 of Vol I identifies 5 commuter trains of the MBTA each way between Boston and Providence, and a future commitment for six commuter trains southbound and eight trains northbound for ConDOT between New Haven and old Saybrook. Page 3-19 of Vol I also identifies additional train services south of Providence to Kingston (no specific program at this time), as well as service between South Station and the Forest Hiss segment. Page 9-28 of Volume III speaks of 218 trains by the year 2010.

The EIS defines the situation well, where for example, on the very first page of text of the Impact Statement (Page ES-1),it states : "...North of New Haven, trains use diesel electric ;locomotives which have poorer acceleration and slower peak speeds than their electric counterparts..."

5 As the EIS product features many advantages of electric over diesel electric locomotives; the obvious question arises , why not provide the capacity and such requirements as "layover facilities" for the use of electric locomotives in lieu of diesel locomotives on commuter trains??

After all, the diesel locomotives will ultimately wear out and have to be replaced, and in a two track railroad configuration, any diesel locomotive with its slow acceleration can only serve to interfere with a higher speed Amtrak train. The existence of signal provisions for reverse running on main tracks, in combination with long high speed crossovers are not always available to operate fast trains around slow trains if there are any "opposing" trains at the moment in the area involved. It is not effective to route the slower trains out of the way of the higher speed trains, unless one is capable and willing to provide "crowd control" in order to move passengers for the local train at intervening stations from one side of the railroad to the other.

MBTA have had their share of community noise complaints when they left diesel locomotives attached to cars at outlying points over night, to provide "hotel power" to heat the cars in winter, provide lights for coach cleaners (air conditioning in the summer), and insure the locomotive was operating in the morning (rather than find it was so cold as to prevent starting the diesel). With electric locomotives, the layover noise and diesel exhaust problems go away.

In push pull service (in one direction, with the locomotive pushing its cars, and a control cab on the last coach in the train set) the use of an electric locomotive works just as well as with a diesel, with the further advantage of increased acceleration and speed capability (keeping in mind that the electric locomotive is a "power converter" with the ability to handle short time overloads with available energy from the catenary - the diesel is a power"generator" in combination with power conversion, thus limiting the available power required for say acceleration).

Push pull trains with electric locomotives are not unique to the Northeast Corridor of Amtrak, for! example being employed by Maryland's commuter service, the Southeastern Pennsylvania Transit Authority (SEPTA), and New Jersey Transit(NJT), all employing the same class of AEM-7 locomotives as Amtrak uses (a few E-60's are also employed by NJT)..

As these advantages, and others, in use of electric locomotives, are self evident, the "EIS" should face the issue of electrification for commuter service "head on", rather than single out Amtrak for improved service and trip time goals, then set aside the suburban service that could also enjoy an improved schedule with reduction of trip times

as well as improve the overall operation of a mix of slower trains and high speed trains on the same limited right of way.

The EIS should indicate that funding restraints limit the magnitude of installation of required capacity and configuration of electrification facilities in this project essentially for the needs of Amtrak's trip goal requirements.

The EIS should touch on the two "structural" which limit the inclusion of commuter needs; one the original 4R Act and secondly an explanation of the "mechanics" of Amtrak's and commuter agency capital funding sources.

The 4R Act (Railroad Revitalization and Regulatory Reform Act of 1976), in its section 701(a)6, established a "ground rule" as it stated in part: "...with such terms and conditions as are necessary to reimbursement for costs on an equitable and fair basis, except that cross subsidization among intercity, commuter, or rail freight services is prohibited;...."

To explain the source of capital funding to simple terms; the source of Amtrak NECIP funds is from specific appropriations approved by Congress to satisfy the objectives and projects identified in the original 4R Act (as amended) which are distributed through the Federal Railroad Administration. Capital funds for Commuter Projects generally from a portion of the Federal gasoline tax on gasoline, the moneys which are redistributed by the Federal Transit Administration (the former Urban Mass Transit Administration) generally on a 80 - 20 basis (80% from Federal Tax sources and 20% from State or other sources).

The EIS, as an environmental issue, as it concerns Amtrak's diesel locomotives; but also consider the impact of the commuter service locomotives . The Amtrak locomotives generally are separated from their trains and stored together in an engine house complex; shut down as convenient. The commuter locomotives are more of an environmental impact to the extent that they are kept running continuously, lay up in various areas at night, and make more frequent stops, thereby having a heavier exhaust as they accelerate out of stations(spending more time at local sites rather than quickly passing through).

An interesting issue, as to "liability" and "leverage", is that it was once understood that the State of Massachusetts through the MBTA "owns" the right of way between the State Line north of Providence and Boston.

The detail of the Electrification proposed, to the extent that it is laid out and identified in Volume III of the EIS, do not appear to be adapted or are adequate to support an electrified commuter service, either from the New

Haven or Boston ends, to include, for example, over night layovers of commuter equipment at the far ends of territory, particularly if one track were out of service for catenary and/or sub station maintenance (yet mtrak trains such as the "Owl" or late "regular"trains were still in the territory.

Conventional arrangements do not allow for small increments of transformer capacity to be placed in parallel with larger capacity (some schemes represent a continuous loss of energy) In the ultimate detailed Amtrak layout, consideration should at least be given to what added failities would be required to support commuter service, then space, capacity, conductor sizes could be identified and build into initial areas. A major issue for Amtrak is that for any changes that would be required for addition of commuter service for electrified operation would now have to be accomplished within an operational (electrically "hot" environment) system, rather than installing facilities in an unenergized situation.

Since source of capital funding, for Amtrak and / or the various requirements necessary to adapt the electrification for needs of future commuter services are in either case a redistribution of tax dollars, and as both the FRA and FTA are parts of the Department of Transportation, it seems prudent that the ultimate plan to electrify the New England portion of the Northeastern Corridor, be adapted for future electrification adjustments necessary to add the commuter trains, to include appropriate layover facilities and growth of traffic.

The Clean Air Act of 1990 requires various non attainment communities to provide alternatives to individual use of automobiles, use of rapid transit and regional transit trains being one alternative to lessen non attainment areas. The Clean Air Act of 1990 is not a static requirement; towns, cities, and regions whose atmospheric environment degrades being venerable to falling under the "Act" at a subsequent time, even if at present, they are "clean". (And as is the case with other hazardous materials, realm of EPA's regulations, they an change on a retroactive basis from time to time). Supplying the needs of regional transportation, New Jersey transit for example operates some forty trains a day each way between New York and Trenton on Amtrak's right of way, its AEM - 7 push pull trains and individual multiple unit self propelled cars operating at 100 Miles per hour manage to fit in with Amtrak trains (The 40 trains each way do not include those going only as far as New Brunswick and/or Linden,NJ).(granted this is on four and six tracks with the middle signaled for traffic in either diretion).

In Volumne III of the EIS, page 4-56, it states that

the future of electrified commuter service is uncertain. The EIS can not drop the subject, as in so doing, it becomes in conflict with itself. One can not extol the advantages of electric over diesel operation for Amtrak; then ignor the problem of diesel locomotives. The EIS statement speaks of an anticipated growth to 52 Amtrak trains per day by the year 2010 , and on page 9-28 of Volume III speaks of 218 trains per day (as mentioned in Appendix II which follows, there is an additional problem of extended signal blocks to accommodate higher train speeds, which in combination with slow poke diesels would obstruct the two track right of way.

In setion E of the EIS are listed the many political individuals, who if they had the knowledge of relationship between FRA and the FTA (both of which are under Secretary Peña of the Department of Transportation, it could produce the political consensus to facilitate what would be a prudent judgement.

Lowering of Tracks - Drainage:

In various sections of the EIS, for example page ES-11, reference is made to various bridge structures, where existing overhead clearance is not adequate. The solution is being suggested that the track be dug down. In one case the MBTA expressed concerns as to the impact of such underutting on their prior installation of frabrick below the ballast line.

6 What is missing in the environmental report appears to be lack of any mention of what happens to surface water in these situations. (The run off of surface water to prevent it collecting in the ballast; the run off of water onto adjacent properties, or collection of water from what would become higher properties, and the impact of undercutting on any existing drainage ditches along the right of way???)

Illegal Crossings:

Page 3-16 of Volume I speaks of illegal crossings, then in Volume III , Table 8-3, page 8-6 sets about tabulating each of the"illegal crossings". What a fine job of "setting up" Amtrak and MBTA (who are believed as owning the property in Massachusetts) in any future litigation involving an injury or fatality arising of an accident at one of the sites. Having had theatrical inclined attorneys wave books in my face, I can see it now: "You knew about it, and you did not do anything about it! See, its right here in this book!"

7 The one option now is to "do something" and make record of same, at each and every "illegal" crossing so identified as to block passage and establish control. If nothing else, to break any period of use that could conceivably be a claim of right of passage on the basis of "adverse possession".

Car Rental:

The environmental statement identifies various parking requirements. The statement speaks of a shift of air line passengers from Air Travel to Rail Travel. If one were to monitor air travel, one would not a relatively high percentage of airline travelers are those who employ car rentals upon arrival at their airport.

At South Station, for example, one used to have "Avis", not too far away on Congress Street; but no mention is made of space or arrangements that might be dedicated to the convenient site for car rentals (or cabs) at other stations. The ability to attract such a vendor to provide a ar rental service, would depend upon "visibility" and "convenience"; therefore possible prime sites should be identified and included in the early conceptual stages including the EIS (on the basis we're counting vehicle emissions).

Errors & Omissions

Appendix II to Letter November 20, 1993

Belknap Freeman,PE to Glenn Goulet

Draft Environmental Statement / Report

Northeast Corridor Improvement Project

Electrification - New Haven, CT to Boston, Mass.

DOT-FRA-RDU-93-01-A, Dated September 1993

Electrical:

Frequeny:

(8) On page 2-7 of Volume I, the statement is made to effect: "... The 2 x 25 KV - 60Hz supply system is viewed as superior to the other systems because it is considered the standard for çatenary systems world wide..."

Such a specific statement in the EIS is false. It fails to take into consideration the use of 16 2/3 Hertz in such countries as Germany, Austria, Switzerland, Sweden , Norway and Costa - Ria (at 20 Hertz).

Is it possible the authors of the EIS failed to realize that the German High Speed Train (The "ICE" Train) now on Amtraks program as a demonstration project on Amtrak's North East Corridor, was designed for use at 16 2/3 Hertz. Possibly the authors of the EIS have an explanation as to why or how the German effort can be predicated upon 16 2/3 Hz (to include new wayside construction), if the authors allege that 2 x 25 KV-60Hz is considered the standard for catenary systems world wide.

System Description:

(9) Page 1-2 of Vol I in its attempt to describe the arrangement proposed for the catenary configuration is incorret, and in conflit with subsequent material presented in the Environmental Impact Statement. The material as outlined on page 1-2 describes an earlier two wire scheme of a catenary wire and ground return wire. This arrangement developed to be unable to support the Amtrak requirement, which later became a three wire arrangement employing a "feeder, ground wire, and Catenary, interconnected with use of auto transformers.

EMI :

There are several issues, concerning EMI, where the EIS is in apparent error and/or lacks sufficient detail; which overall makes the text unnecessarily negative.

10 As a serious technical error as presented, the Vol III text, page 5-17, makes the statement that magnetic fields are not attenuated. To make such an isolated statement would serve to generate unnecessary concern. There are essential facts that should e included, such that magnetic fields propergate outward in concentric circles from a current carrying conductor , such as they expand further from the conductor , they stretch out and thus on any specific line , they become weaker with distance from their source. (The author might take a permanent magnet, place a piece of paper over it, sprinkle iron filings on the paper, then tip it on its side - why is it that only the filings close to the magnet hold on while the rest drop off - if the premise is that they are not antenuatted - from a practical sense, they are weaker by virtue of being streched out.). The statement on Page 5-17 of Volume III is also in conflict with page 3-10 of Vol I where it states EMI density decreases with increased distance from the source.

11 The EIS, in its Vol III, page 5-37, in speaking of shielding, mentions "ferrous materials" being the only shielding material. Again the EIS is being too harsh and is supportive of"alarm". The EIS fails to recognize that any conducting material will in effect collapse magnetic fields, when the magnetic field "uts" (at right angles or equivalent) and there is a path for a current loop or surface eddy current. We must recognize that we are concerned with the realm of a continually changing magnetic field (not a fixed field such as earth's field which is relatively constant) Maybe the authors are not aware of the use of copper and aluminum as shields on many aerial type cables, where ferrous materials are undesirable due to say rust or lack of current carrying capability.

12 The EIS report speaks of passengers on trains being exposed to EMI. The Vol III report indiates that measurements within cars for EMI were obtained, being adjusted for differences incatenary voltage and current, between that on METRO North , with values obtained being adjusted for that obtained with that to be anticipated on the proposed north end project. No mention is made as to what track the values were taken when on METRO North. Amtrak generally operate on middle tracks, such that catenary is furtherst away from the "feeders" (whose flux is opposite to that of the catenary - a train on the outside tracks would be closer to feeder, thus have greater cancellation of catenary flux) As to mention of measurements in the cars, no mention is made as to what was done to identify any EMI

contribution from interior lighting, etc.vs external sources?

13 The EIS report invents its own terms, and establishes possible confusion in its violation of the English Language. On page 5-20 of Vol III, the statement is made, to effect: "...a specific catenary is energized when a train passes through it, and is not energized at other times.." The text of the EIS employs this conflict, for example, in the foot notes to Table 3.5-1 on page B-22 of Vol I, as well as foot notes to table 5-3 on page 5-18 of Vol III. To say the catenary is energized only when the train is passing through it is not only wrong; but in conflict with the use of the word "energized" starting with a dictionary. In the electrical sense, Webster relates "energized" to the application of a source of electromotive force or current to a circuit or system of conductors. (An electromotive force is a "voltage", not EMI per se). It would be better to indicate that the feeders, ground conductors, and catenary have surrounding fields (some of which cancel out) or varying strengths, over their lengths , between the source of energy and the load (location of the train).(The strength of the field would vary as a function of many factors to include the status of the train - is it accelerating, coasting, standing with only a hotel load???).

To say that the catenary is "energized" only when a train is passing through it, is in direct conflict with the use of the word "energized" in sun publications as Amtrak's AMT-2 "Electrical Operating Instructions",(section 4.0);Safety Rules; The National Electrical Safety Code (Section 2,Definitions); and the National Electrical Code (Article 100 - see use of "energized" in respect to definition of enclosures). The catenary is kept energized at all times - with a long circuit with its many insulators, shut it off during the night and one might find it can not be restored in one long section. It must be recognized as being energized at all times.

On the broad subject of Electromagnetic Fields and Cancer, attached at the end of this Appendix II , is a recent news release concerning the Pennsylvania Public Utility Commission ruling in the case involving a 230,000 volt transmission line of the Philadelphia Electric Company, wherein "...the Commission ruled that scientific evidence failed to support finding that there is "conclusive casual connection" between exposure to electromagnetic fields and cancer..."

Petroleum Use:

The EIS study repeatably states that ".. while generation of electricity for the proposed project would require greater petrolum use to power the intercity electric rail service under the proposed project than diesel service

under the no build alternative..." (Page ES-6, Vol I). Disagree with the rationale' employed to make the conclusion as outlined in Vol III of the EIS. On page 6-15, it is stated that the demand posed by the Amtrak electrification will be met by use of new generating capacity . On that basis, the EIS concluded that added capaity would be either oil or gas.

Page 6-10 of Vol III indicates a total demand of 148 Megawatts on the NEPOOL, broken down to be 95 megawatts against Northeast Utilities, 54 Megawatts against Boston Edison, and 47 Megawatts against New England Power at Warwick. What the Volume III tabulation has apparently overlooked is the general scheme of railroad operation and the proposed layout.

The general scheme of the proposed New England Electrification installation is built upon independent isolated portions of the territory; each fed electrical energy by its own source. Each isolated section must be of such size (capacity) as to supply the worst case scenario of a maximum number of trains in its territory, and to provide capacity for a limited element of redundancy, to pick up sections of the adjacent territory. In this arrangement, a specific train can create a "demand" in say Northeast Utilities territory, then as it moves eastward, the same train establishes a new demand in New England Pwrs territory, only to go on and establish a third demand on Boston Edison - (The sum of the three demands are inluded in the EIS total; but in effect we have only one train)).The train has established three times its own load on three different utilities, but not at the same time at the individual utilities feed points.

The total installed capacity, capable of handling Amtrak;s load as identified in Vol III (page 6-10) is a realistic figure of the capacity charge that Amtrak will have to pay for for ever more, and if a sliding scale of charges for energy consumed, always in the highest incremental rate as the train will not stay in any one area such as to maximise the load factor.(These are issues that are a direct consequence of the scheme selected for New England.).

The EIS talks of ten Amtrak trains with the possible addition of two additional , in each direction, on the New England end of the NEC, and a sum of 52 Amtrak trains by the year 2010. With no addition of electrified commuter trains, Volume III identifying a requirement for 148 megawatts of installed capacity. For this load, Vol III speaks of added capacity to be built into the NEPOOL, the added capacity being all oil and/or gas, with resultant increase in oil consumption and hydrocarbons over use of diesel locomotives in a no build situation. Now lets get "real!"..:

Stationary power sources, with accurate combustion control are less harmful than a diesel locomotive operating over a wide range of power output. Keep in mind, even when standing, the diesel must maintain adequate revolutions per minute to generate the "hotel power" for the train. The load of a possible impact does not occur at all times at a peak or seasonal load period.

As we are talking of NEPOOL, let us mention parallel activities of adjacent utilities. For example, Central Vermont Public Service, in an earlier annual report, spoke of their flexibility of their contrat with Hydro-Quebec, such that their lower demand for power due to the recession in their territory, allowed them to sell back 75 megawatts or slightly more than half their portion contract for five years.. In 1992, as a consequence of the Hydro-Quebec Phase II agreement between Eastern Utilities Associates and the New England Power Pool, which entered full service in July of 1991, hydroelectricity became 5% of the EUA system capacity. Not to be lost sight of, the major contribution of Nuclear Energy at each of the three utilities involved, where in each instance, the utility would be inclined to employ its least expensive source for its basic load. That train that moves along creating a demand on each utility is only one demand (one third of total on the three utilities) on the NEPOOL

The support logic for the EIS statement to imply the load of electric locomotives would be uniform over the year which in practice, is not so. THE Spring and Fall seasons are noticeably lighter than winter or summer (as there is less need for heating or air conditioning as a "hotel load").

Experience has demonstrated, over the years, that during the most severe hot days, when utilities approach their peak due to airconditioning loads, that the railroad operation drops back somewhat (not to reduce load, even though that is a benefit for the utilities; but rather to avoid any possible tear down of catenary due to the heat expansion, both from ambient temperature; but also load. A small reduction in speed is better than risk of taredown) (In New England, though, with lots of "weight" travel, there will always be adequate tension control no matter how hot it gets, or the heat from the current in catenary).

(14) All these items having an impact on the questionable need to add all oil / or gas generation to accommodate Amtrak. Maximum peak periods are one thing; but normal load is another. The utility would not add additional oil fired generation dedicated continuously to Amtrak; but would , other than peak load periods,spread the load over various fuels , to include a major portion of nuclear energy as well as hydro electric, neither being a problem under the Clean

Air Act.

As there is a difference between installed capacity and energy consumed. Lets look at a comparison. The EIS talks of ten Amtrak trains, plus two to be added, then goes on to speak of a total of 52 Amtrak trains by the year 2010. How does this compare with the New York Washington territory??

One has some 60 Amtrak trains a day each way (total in range of 120) operating somewhere between New York and Washington along the corridor, plus Amtraks Harrisburg service (could be diesel if they run out of electric locomotives) plus local electric commuter trains in the hundreds (to include NJT to Red Bank, Princton Jt, SEPTA Chestnut Hill, Media, Airport and Suburban Station spur to Market East, and NJT,SEPTA and Maryland DOT operations on the Main Lines New York to Washington, and SEPTA to Paolie and Downingtown. (Commuter trains a mixture of push pull service with AEM-7's or individual Multiple Unit Electric cars - NJT 100 MPH, SEPTA 85 MPH).. With its entire system in one "in phase" network and dedicated transmission lines, the maximum metered peak load runs in the realm of only 154 megawatts. The commuter trains in this configuration generally stay on line during layover and at night as hotel loads, while Amtrak generally provides local power taps for cars on layover to employ locomotives elsewhere.

The train in the New York - Washington Corridor is seen as a demand only once, the utilities providing power to the net at their convenience as to their availbility of power.

The statement on page 4-24 of Vol I, of heavy Amtrak Demandconditions pf 100 - 200 megawatts is unrealistic for quantity of trains represented as demand is high only by virtue of configuration and would not appear at all sites simultaneously.

Strong statements, as to increased use of petroleum in the electrification objective are repeated, and such mention as illustrated on page 5-23 of Vol I should be revised or reworked on basis of previously mentioned unrealistic assumptions made in assembling the EIS study. Lets get the job done, not make it look worse than the situation warrents.

Socioeconomics:

As part of the EIS study, there is considerable attention given to the subject of a beneficial effect on employment generated by the project (Page 4-3 of Vol I). The Table 4.2-2 on page 4-5 identifies an addition of 269 to 279 additional personnel. There is a serious problem with this tabulation, as to what it is attempting to say. The last entry, maintenance of equipment personnel;in railroad

terminology relates to maintenance of railroad rolling stock such as cars and locomotives. (One only need to examine the "Pocket List of Railroad Officials " to see that this is universal through out the industry). Now if the electric locomotives go through to Boston, then there would be no need to service such locomotives at New Haven, and the diesel fleet would be relegated for use elsewhere in the Amtrak world. (There would still be the question of New Haven - Springfield service).

15 What appears to be missing from the tabulation is the additional maintenance force for the added support of Catenary and Substations and associated control systems. Permanent man power would also be required for "Power Diretors" to work as interface with utilities, control switching, respond to trouble reports and provide clearances for employees working on catenary or sub stations., also liaison with train dispatchers (as to what tracks are available to them). As will be covered under the caption of personal safety, there should at minimum be two full time employees to travel to schools and public meetings to continuously instruct the public not to climb freight cars, not to climb out on bridges, etc.

Not a personnel list item, but the result of maintenance of catenary, is the need for wire trains. An item not mentioned, that can be a further conflict with Conrail and P& W operations at night. (This wire train requirement will be unique, in that it is anticipated there will not be any wayside signals, other than at interlockings the wire trains must be equipped for cab signal operation in either direction in order to get to, or leave a work site with reasonable dispatch - as the distance can be long and time short)

Effects on other NEC Operation:

16 On page 5-22 of Vol I, the EIS statement is rather cavalier when it appears to write off Conrails interest in use of high demension cars, or P & W's relation with Rhode Island for a port facility at Quonset Point.The stakes are high and the competition is keen. One might take note of the funds the State of Pennsylvania contributed to Conrail and the Delaware and Hudson to assist in providing increased clearances to the port of Philadelphia, and the note in the Shareholders quarterly (2nd qtr) of Conrail which was captioned "Increased Clearances Yield new Vehicle Shipments" which read in part: "..Increased clearances on Conrail's route between Baltimore and Perrivelle,MD (Amtrak's main line under catenary) prompted domestic and international automakers to shift business totaling more than 60,000 new vehicles annually to Conrail, most of it coming off the highway. Conrail invested $ 4.3 million to raise clearances along the route to 19'-1'' to accommodate taller, enclosed multilevel railcars, which transport new cars and trucks..".

Train Lengths:

(17) In the section on Energy Impacts, page 4-24 and 4-28 of Vol I, (and elsewhere) reference is made to contemplated use of 18 car trains for Amtraks "Express Trains" -- has anyone thought this out in depth?? -- new problems - remember earlier individuals in making so called improvements to South Station who removed several car lengths from each track on the North end of the station as well as the current design effort to add a third ladder to accommodate Old Colony trains over to 7 track??? Doubt that the train directors at Penn Station would appreciate 18 car trains as a routine habit, since there are only a few spots they will fit, and now we have the addition of the "Empire Service" shifted from Grand Central Station plus added NJT trains along with more expected from the Karney connection,etc.???then there is the interesting problem of passenger control - assigned cars or dual stops at intermediate shorter stations?? (Increased burden on "hotel power"- an AEM-7 can't handle it = double head locomotives?? Bring back the E-60's ????).

Public Safety:

The issues of Public Safety are touched on in the EIS too lightly. One issue relates to rail highway crossings, and the second , concerning inadvertent contact with catenary wires.

Rail Highway Crossings:

On page 4-26 of Vol I, the EIS speaks of having employed a DOT model to provide prediction of possible grade crossing accidents and initially draws the conclusion that the apparent risk is small. In the EIS report, in its favor, it further supports a program outlined to eliminate rail highway crossings.

There are several factors which one might question if the "computer model" even comprehended. Consideration of such issues should serve to raise the priority of the ultimate elimination of rail highway crossings, with or without a electrification project (300 Miles + New Haven to Washington,DC and not a single rail highway crossing - what are the excuses that they still exist in New England??).As train speeds increase, does the analysis recognize that the energy of the moving train is a square of the velocity?? (If one doubles the speed, the energy available at impact is multiplied four times).. Did the analysis consider the issue of the DUI driver?? (recent legislation and now FRA rules, force tests for alcohol and drugs on the engineman; but no such mandatory test of the vehicle driver) (It has been found that in the past, railroads often did not report issues of drunk drivers, for fear if they were acquitted then they might sue for a false report.Is it a coincidence

over the years that rail highway accidents frequently happen Friday and Saturday nights?? Does the program consider that no level of protection will protect the impaired driver from his own folly??

In reaching back and making reference to prior accidents in the area, has the analysis considered the risk to the train itself when involved in a rail-highway crossing accident?? Has the analysis made any attempt, even for contemporary times , to determine the number of rail highway crossing incidents involving the derailment of the train involved ??? In that regard, does the analysis consider the question of lighter weight train sets (e.g. X2000, ICE Train, etc. and the unique situation on the NEC in respect to rolling debris under train. The standard rail vehicle must have a dynamic clearance above top of rail of 2½ inches; but on the NEC, with its use of concrete ties which are depressed at the top center, in combination with high rail section combine in enlarging the space for debris, pushed off the crossing area, to be vulnerable to rolling beneath the train and risk its stability.

(18) The point in all this - there should be a high priority with or without electrification, to eliminate rail highway crossings.

Personal Safety:

(19) As mentioned previously, in discussion of employee additions any major electrification should anticipate a need for at least two full time individuals to provide safety information talks at schools and community affairs, as well as monitor signs and barriers; thus contributing to the safety of the community.

The need for appropriate public information programs to stress the importance of keeping clear of high voltage wires would be a companion to the situation faced by the utilities. For the New England proposal, the priority would be increased as the nature of the configuration proposed would decrease the survival rate of one coming in contact with energized conductors.

On page 8-12 of Vol III, the reference to an education program and additional Right of Way Fencing, should be expanded to include instilling respect for electrical facilities as well as monitoring signage and barriers.

Noise:

In the expanded section on noise impacts, page 4-11 and after, of Vol I of the EIS, there are two major questions that arise not satisfied in the further explanations on Vol III of the report. In both situations,the material as

presented gives an impression of being more alarming than it need be.

20 The first issue, it is mentioned in Vol I that noise measurements were taken south of New Haven - if taken literally, this would imply somewhere on METRO North. This is not accurate, as METO North does not have the configuration of concrete ties with shock absorbing pads employed on the NEC. South of New Haven, on METRO North, with its curves and other considerations, one does not find 120 Mile per hour operation either.

21 On page 4-47 of Vol III , the report states noise measurements of noise were taken at sites C-2 at Islin,NJ and site C-3 at Plainsboro,NJ. At both sites, the railroad is a four track configuration, and Amtrak trains operate on any one of the four tracks, yet only tracks2 & 3 (in the middle) are arranged with concrete; however Amtrak trains operate on any one of the four tracks.The text do es not support if all measurements were taken on concrete ties equipped with shock absorbing pads beneath the rails.

Operation By Year 2010:

22 As a repeat , if Amtrak were to invision 52 trains a day on a two track railroad, intermingled with slow accelerating and operating diesel commuter trains, with their long dwell time at local stations; even with long high speed crossovers in combination with tracks signalled in both directions, one is going to find opposing traffic to contend with; thus limiting the "run around" possibilities. The Vol III, page 9-28, speaks of an increase of 218 commuter trains by 2010 --- on the same two tracks, with diesel locomotives???

As one increases speed, one's stopping distance increases , thus stretching out "block length" which inturn serves to decrease "thru=put" or decrease track capacity. Are we going to have two overlaid signal systems, one for high speed trains and one for poky commuter trains?? The alternative is to bite the bullet, and include the commuter operation as part of the electrification. From the FRA objective of "trip time goals" for Amtrak is the objective. (the concern could be that adding commuter to the project at this time could cause the project to be priced out of the range of being able to be accomplished. The alternative could be to insure that provision for future commuter operation be included to the extent of how it will be accomplished, and provision made, say at substation sites, or what ever, for say addition of transformers, circuit breakers,etc - at least site space.) (Such an accommodation in the outline in the EIS could put to rest questions which might otherwise arise).

MC4-13

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RECEIVED DEC 3

November 29, 1993

Mr. Glenn Goulet, DTS-72
US DOT/RSPA
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge MA 02142-1093

Dear Mr. Goulet:

Pursuant to Mr. Mark E. Yachmetz's letter dated October 4, 1993, I am submitting these comments on the Draft Environmental Impact Statement/Report on the Northeast Corridor Improvement Project -- Electrification - New Haven, CT to Boston, MA. My interest in the DEIS stems from two facts: (1) My wife and I own a parcel of land on Island Road in Stonington, CT on which I am building a house (construction began in June 1993 and will be completed in March 1994). The house has a view of the Amtrak line across Wequetequock Cove, beginning at about milemarker 136.8 and extending to about milemarker 137.4 (Barn Island). (2) I represent Maj. Gen. Edmund R. Walker, owner of property on Island Road, Stonington, CT, including Walker's Dock Marina, which is served by Walker's Dock Crossing, discussed in the DEIS, and including a farm house residence over 150 years old which has a view of the Amtrak line and Long Island Sound from a hill overlooking the line between milemarkers 136.6 and 136.7. In those capacities, I offer the following comments.

1 1. The DEIS is deficient in its failure to consider alternative routings for the Amtrak line between Old Saybrook, CT and East Greenwich, RI. See Section 2.2.4. Consideration of this alternative is dropped on the basis of cost/benefit considerations. This cursory treatment may overlook the intrusiveness of the existing right of way on the extraordinary values inherent in the Connecticut coast line of Long Island Sound. This area of great beauty, tourism potential, and recreational value has been subjected to the adverse effect of a

railroad line located in the 19th Century in the midst of some of the most unique and valuable stretches of the coast. If the present electrification project goes forward, it may well perpetuate this now inappropriate use of the coastal area for decades, and perhaps centuries. The benefits of freeing the coastal area of this adverse use now might well outweigh the added cost of a new right of way. The DEIS is not adequate and acceptable unless it gives more careful consideration to this alternative route. (2)

2. The DEIS is deficient in its failure to consider delaying the electrification project until a better assessment can be made of the alternative advanced technologies mentioned in Section 2.2.2. The required investment in electrification might be ill-advised if it proves an impediment to adopting the highly promising alternative technologies within a reasonable time.

(3) 3. The DEIS should be revised in its final form to reflect the existence of the above-referenced home I am building on Island Road in Stonington, CT. That residence should be designated as site affected by noise and as a Visually Sensitive Receptor pursuant to factors discussed in Sections 3.4.2.1, 3.11, 3.11.1, 4.2.3.3, 4.4 (all subsections), and 4.11 (all subsections). The mitigation measures concerning visual impact of the catenary structures discussed in Section 5.2.2.4 should be applied to the portion of the line between approximately milemarkers 136.8 to 137.4 (Barn Island) to minimize the visual effect upon this property.

4. The DEIS is inadequate in several respects with respect to its discussion of the Walker's Dock Crossing at milemarker 136.65 in Stonington, CT.

(4) (a) Section 3.8.1.1 should mention that Walker's Dock Crossing is used only seasonally and that the road leading to it is closed off by a locked gate between November and April.

(b) Section 3.8.1.1 is also inadequate in that it fails to provide any data indicating the relatively light use of Walker's Dock Crossing, relying for its failure to do so on the irrelevant fact that it is a private crossing.

(c) The DEIS is inadequate due to its failure to note that Walker's Dock Crossing is an important access for area residents who use Walker's Dock Marina for recreational access to Long Island Sound.

(d) Section 3.9.1.4 is questionable with respect to the appropriate train speed limit at Walker's Dock Crossing. Table 8-3, at p. 8-6 of Technical Study 8, indicates that at milepost 136.2, the speed limit is 50 mph. Table 3.9.7 at p. B-36 of the DEIS indicates a speed limit at Walker's Dock Crossing,

just .4 miles along the track at 70 mph. This seems a substantial increase in speed in so short a distance.

(e) Sections 4.8.2.1 and 5.2.2.3 of the DEIS and Section 8.4.4.1 of Technical Study 8 are both seriously deficient in their failure to consider, as a mitigation measure for any increase in risk to vehicular safety, the use of improved gate protection at crossings such as Walker's Dock Crossing. Further, Section 4.8.2.1 of the DEIS and Section 8.4.4.1 of Technical Study 8 are both inaccurate in their description of the provisions of the 1992 Amtrak Authorization and Development Act (Public Law 102-533). That statute does direct "the elimination of all grade crossings on the Northeast Corridor east of New Haven." As more accurately noted in Sections 1.4.4.2 and 5.2.2.3 of the DEIS, that statute expressly provides for retaining crossings where a closing would be impracticable or unnecessary and retention of the crossing is consistent with U.S. D.O.T. safety standards. Section 4.8.2.1 of the DEIS and Section 8.4.4.1 of Technical Study 8 should be corrected to avoid misunderstanding and misapplication of the referenced statute in connection with evaluation of the recommendations in the DEIS.

I request that these comments be considered and reflected in connection with the preparation of the final EIS/R.

Respectfully submitted,

George A. Avery

MC 4-14

Northeast Corridor Improvement Project Electrification
Draft Environmental Impact Statement

COMMENT FORM

Please fill out and hand in at the hearing or send to :

RECEIVED 12-8-93

Mr. Glenn Goulet
US DOT/RSPA/VNTSC
DTS-77
55 Broadway
Kendall Square
Cambridge, MA 02142

COMMENTS: TO MR. Glenn Goulet

we strongly feel that we will be putting our children at Risk by putting the electrical system to the Attack, over the cantilever bridge Most Students that attend Sacret Heart School cross that bridge each and everyday It should be done at area where its not a school district I should it would be better service for the public, but we have to also think of the harm we will be putting toward our children. we try to protect the best we can but this Electro-MAGnetic field isn't necessary for our children. They are our Future! Please think about it

(1)

a concern parent from Sacret Heart School

MC4-15

BG

Belknap Freeman, PE

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18 January 1994

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Mr. William T. Gage
Executive Office of Environmental Affairs
MEPA Unit - EOEA # 9134
100 Cambridge Street
Boston, MA 02202

Re:Comments- Draft Copy, Environmental Impact Statement
Northeast Corridor Electrifiaation Project

Dear Mr. Gage:

As Mark E. Yachmetz's letter (FRA) of December 9, 1993 extends the comment period for the Northeast Corridor Electrification Project Draft Environmental Statement to January 21st, 1994; attached is copy of an earlier set of comments and its letter of transmittal to Glenn Goulet at the Volpe National Transportation System Center, dated November 1993.

I consider the Draft EIS as originally published with the date of September 1993, unduly harsh, and not conducive to getting the job done. It is the purpose of this letter to further expand information available to the public which further refutes certain conclusions of the original draft EIS. These comments add to thoughts expressed in my earlier review of the original EIS that were forwarded to Glenn Goulet.

(1) In particular, in Attachment II, page 3, of my original comments to the EIS draft, under the caption "Petroleum", took exception to the Eis statement that "...while generation of the proposed project would require greater petroleum use to power the intercity electric rail service under the proposed project than diesel service under the no build alternative....". I offer additional material to further support my objections to what was an unwarrented conclusion in the original EIS Draft.

In the Volume III of the original EIS Draft report, it is stated that the North end of the Electrification Project will be connected to Boston Edison with a 54 Megawatt Capacity Service. Due to the nature of the selected configuration, the figure 54 Megawatts presumably involves a worst case situation (Maximum number of trains on the North end and New England Electric System at Warwick RI being "down"). Attached is copy of page 45 of Boston Edison's 1992 Annual Report to Stockholders, where it can be noted that contract purchases by Boston Edison from others exceed 25% over the years; that certain portions of the load are from neuclear generation , and through the NEPOOL one still has a major portion of hydro and pumped storage power.

Further,If one were to examine the data of Boston Edison over the past five years, one would also note Boston Edison has, when measure of maximum load is considered , has always been in the realm of having at least ?00 Megawatts of available capacity over the "capacity responsibilities to NEPOOL at Peak MW..." (Note maximum load on Boston Ed from NEC Electrification appears when New England Electric System feed at Warwick is "down"; thus as part of same NEPOOL, one is involved in shift of load from one point to another). If one were to read page 38 of Boston Edisons 1992 Annual Report. one will note the statement: "Along with other New England Electric Utilities, we have entered into an agreement to expand the existing 690 MW transmission line interconnection with Hydro-Quebec System of Canada to ?,000 MW.....we have approximately an 11% equity ownership interest in two companies who own these transmission facilities....." Further, on page 42 of the same annual report, is another challenge to the Draft EIS position as in a discussion of writing down investment in their Edgar Energy Park project, stated: "....this project has been differed indefinitely since additional generating capacity is not expected to be needed for several years.

Extending beyond the Massachusetts limits of the NEC Electrification Project , one might also examine the Northeast Utilities 1992 Annual Report, as there is again conflict with the EIS stated position. On its page 10, it is stated in part: " Fossil/Hydro Engineering and Operations (FHEO) continued its planned program to deal with surplus capacity and the relatively high cost of operating some fossil - fuel units by retiring five internal combustion units..... For the same reasons, FHEO initiated planning to deactivate the nearly 500 megawatt Mountville Station in Connecticut by the end of 1994. The plan also provides for reactivation of the station later in the 1990's if the need for capacity increases....As to the combined systems other resources hydropower and pumped storage now have the capability to provide more than 1,400 Megawatts and independent power producers provide more than 740 Megawatts...."

The EIS Draft supports its position to effect that any additional load on the utilities to support the NEC Electrification would be by added installations of petroleum supplied generation was on the basis of what they were told by representatives of NEPOOL. It is this writer's position that was it possible that those asking the questions misunderstood the answers to their questions, or were the questions presented properly. Is it possible that when questions were presented, there was insufficient background sufficient to discuss details in more depth to have arrived at a more realistic position????

From the standpoint of the "environment" for the passengers when on a train, in the discussions with the utilities, the question of "restoration time", in the case of a "tripping" of high tension service lines, should have been asked. Without "hotel power" from the locomotive, there is no air conditioning, heating, or circulation of air in individual cars on a passenger train. With the source points at Roxbury Crossing, Warwick Substation and New London Station being supplied with energy via underground high tension cables from the various utility systems, "restoration time"becomes an issue. It is not unusual for the average utility, to be very careful in restoring underground high tension transmission circuits.In any case, not on an automatic reclosing basis as would be the case for secondary distribution circuits. (This should be a consideration when one weighs the question of "overhead construction" vs "underground " construction (and the uncertain arguments of Electromagnetic Fields)..

Very truly yours,

Belknap Freeman

Belknap Freeman,PE

Attachments:
1.Page 45 - Boston E 1992 Annual Report
2.Letr and Report to Glenn Goulet

cc:
Glenn Goulet FRA
Richard D. Johnson,Amtrak

This contains additional data from that offered in prior letter to Glenn Goulet

Belknap Freeman

Selected Consolidated Operating Statistics

	1992	1991	1990	1989	1988
Capacity - MW:					
New Boston Station	760	760	760	760	760
Pilgrim Station	670	670	670	670	670
Mystic Station	1,065	1,015	1,014	1,018	1,027
L Street Station	22	22	22	22	22
W.F. Wyman Unit 4	36	36	36	36	36
Jet turbines	259	259	259	251	249
Total	2,752	2,762	2,761	2,757	2,764
Contract purchases	1,157	1,293	924	1,102	1,301
Contract sales	(403)	(293)	(173)	(171)	(173)
Net capability at year-end	3,606	3,762	3,512	3,688	3,892
Net capability at peak-MW	3,587	3,695	3,505	3,483	3,200
Capability responsibility to NEPOOL at peak-MW	3,396	3,311	3,393	3,443	3,253
Edison territory:					
Hourly peak-MW	2,545	2,652	2,548	2,626	2,626
Load factor	62.0%	60.0%	62.2%	61.4%	60.5%
Generating station economy: (BTU/net kWh)	10,234	10,331	10,403	10,309	10,050
Average cost of fuel (Company): ¢ per million BTU:					
Fossil	246.69	240.18	255.51	254.56	226.91
Nuclear	52.18	56.18	59.05	56.79	
Composite	166.93	180.49	191.48	223.86	
Capability (net kW):					
Fossil	81%	81%	81%	82%	83%
Nuclear	19%	19%	19%	18%	17%
Generation (system kWh excluding interchange):					
Fossil	69%	70%	72%	87%	90%
Nuclear	31%	30%	28%	13%	10%
Utility plant ($ in 000's):					
Expenditures	213,621	202,589	240,902	234,253	244,807
Retirements	34,036	30,333	27,180	14,042	12,017
Accumulated depreciation	1,177,294	1,097,991	1,015,371	950,298	862,297
Depreciable plant	3,544,040	3,488,269	3,277,616	3,130,031	2,910,390
Number of employees at year-end	4,540	4,637	4,738	4,686	4,559

Certain recalculations have been made to the data reported in prior years to conform to the method of presentation used in 1992.

Extract
Boston Edison
1992 Annual Report

MC4-16

RECEIVED 1/24/94

January 20, 1994

George Haikalis
Transportation Consultant
One Washington Sq. Village, Apt.5D
New York, NY 10012
(212) 475-3394

Albert L. Papp, Jr.
Transportation Consultant
121 Northfield Road
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Mr. Glenn Goulet, DTS-72
USDOT
Volpe National Transportation Systems Center
55 Broadway, Kendall Square
Cambridge, MA 02142-1093

Dear Glenn,

I am writing to you on behalf of Al Papp and myself to thank you and FRA for extending the comment period on the DEIS for the New Haven-Boston Electrification Project as we requested in our letter to you of November 29, 1993. We did not have the full DEIS available when we prepared our technical paper "Seven Myths about the Boston Electrification Project" for the November 18, 1993 public hearings in Old Saybrook and New London, CT.

Al and I are transportation professionals who have a longstanding, cherished belief in the need for careful, craftsmenlike research in transportation technology, particularly in the railroad industry. The U.S. has long neglected this industry, particularly the passenger side, while pressing ahead with advances in highway and air transportation.

One of our highest hopes is that the Volpe National Transportation Systems Center can indeed become a key center for advancing rail passenger systems technology. We would look to the center to be a premiere source of knowledge and information free from political bias and interference.

Yet we are alarmed that the Volpe Center's DEIS is such a marked departure from the high standards of scholarship that should be associated with the nation's, and perhaps the world's, greatest transportation research center.

Following are some of our questions and concerns that we are raising based on a detailed review of Volumes I, II & III of the DEIS, and augment other materials and correspondence transmitted to you.

(1) **Why Were Alternatives not Fully Addressed?**

The EIS process was initiated by FRA because Congress appropriated a portion of the funds needed to complete the

electrification project. But Congress did not exempt the electrification project from the provisions of its National Environmental Policy Act of 1969 (NEPA). A fundamental feature of NEPA is the requirement to adequately address alternatives to a proposed Federal action so that the environmental consequences of a project can be compared with the benefits and costs of alternatives to the project.

Yet it seems to us that the Volpe Center chose not to vigorously pursue alternatives to the proposed electrification project, because so much useful information on alternatives, which was available to Volpe or could have been readily obtained, was not discussed in the DEIS. We can understand the Volpe Center's reluctance to closely examine the technical merits of a Congressionally-mandated proposal, given the hostility shown to Volpe during the past two administrations to funding non-defense related transportation research efforts. But the Clinton Administration has demonstrated a strong committment to advancing new technology in many civilian sectors of the economy, including high speed rail. It is time for the Volpe Center to assert its independence and become a true transportation "think tank" that this nation so desparately needs.

Why were Propulsion Alternatives Dismissed Without Analysis?

2 We find it hard to believe that the Volpe Center was unaware of the 1965 Department of Commerce funded demonstration project of United Aircraft Corporation (UAC) gas turbine trains on the New York-Boston run. Yet in "Section 1.4.2 History of the Northeast Corridor Improvement Project" no mention is made of these trains. If the Volpe Center has documentation on the performance of these trains during test runs or in regular service in the U.S. or Canada that information should have been included in the DEIS. If the Volpe Center did not have this technical data available it should have made a serious attempt to obtain such information.

While passing mention is made of the Coalition of Northeast Governors (CONEG), as a group that helped to increase interest in gaining Congressional appropriations for Northeast Corridor improvements, no discussion whatsoever appears in the DEIS on the major research study conducted by Volpe and FRA, at CONEG's behest, relating to cant deficiency and other factors affecting high speed train operation. The results of this research study showed that there were opportunities for substantial improvement in New York-Boston running times by using tilt body equipment that allowed trains to travel around the many curves on this line at higher speeds without compromising passenger comfort.

These tests included carefully documented runs using a passive tilt Spanish Talgo train, brought overseas especially for this test, as well as other U.S. and Canadian trains. Passenger reaction to the ride quality of the very lightweight Talgo train

was quite positive. The analysis conducted by FRA and the Volpe Center was open to public discussion and was reported and documented at the time. One obvious finding was that a three hour New York-Boston run could only be achieved if high horsepower-to-weight ratios were provided, and then only if trains could comfortably negotiate curves at much higher speeds, presumably using tilt body design. Trains with high power to weight ratios can be powered using turbine, diesel or electric propulsion systems. This point is not discussed in the DEIS. Nor are the likely candidate trains and their expected power, weight, cost or curve negotiating abilities. Propulsion options were dismissed without any technical documentation. Furthermore, the Volpe Center has conducted additional analyses since the CONEG tests were done, though none of its findings are reported in the DEIS.

Why were other route alternatives not discussed?

3 The DEIS refers to route alternatives considered in the PEIS document prepared some 17 years ago. The Inland Route via Hartford, Springfield and Worcester was dropped in that study because of concerns about excessive interference with freight traffic on the then double-track Springfield-Boston segment. Since that time Conrail has eliminated most of the double track, as its freight volume diminished. The parallel, once double-tracked, Boston and Maine route across Massachusetts has lost virtually all of its through traffic. Massachusetts is developing plans for adapting both of these routes for double-stack intermodal service. The Volpe Center did not recognize these changes and did not consider the possibility of using both the Shoreline and Inland Route as non-electrified high speed lines, as a near term measure. Dividing the New York-Boston high speed service equally between the two routes would have the immediate advantage of serving more travelers, while reducing negative impacts like noise and vibration along the Shoreline route.

Also not considered in the PEIS or the DEIS were other routings like restoring the "Airline" route via Willimantic, whose right of way has been purchased and preserved by the Connecticut Department of Transportation for "future transportation use" or following new headings along I-84 or through relatively undeveloped countryside, similar to terrain in France navigated by new TGV lines. Only passing mention is made of a possible new route along I-95.

The Volpe Center does the nation a disservice by not at least outlining the dimensions of some of these routing options in the DEIS. Elsewhere at Volpe, and elsewhere in related studies funded by FRA, technicians are hard at work exploring new alignments for Maglev technology for the Northeast Corridor. One FRA-funded study, recently endorsed by New York's Governor Mario

Cuomo, calls for a New York-Albany-Boston Maglev route which would compete directly with the electrification project. No mention of this alternative is made in the DEIS.

The combination of a near term, incremental upgrade strategy, like using both the Inland Route and the Shoreline route for three hour high speed gas turbine train service, while beginning the lengthy and difficult process of finding a suitable two hour running time long term solution was not assessed in the DEIS.

Why were other Performance Goals not Considered?

4 The 1977 PEIS recommended a three hour and forty minute running time goal for the New York-Boston trip. The CONEG test discussed a three hour trip time goal. Many travel analysts believe a two hour trip time goal will be necessary to divert a substantial number of airline travelers to rail. Clearly each minute of trip time reduction results in a positive gain in benefits, but comes with a higher cost to achieve. This is a classic optimization problem. Volpe should have analyzed a full range of performance goal options and reported on them in the DEIS.

Who Will Ride the High Speed Trains?

5 Recent data for the New York-Washington market indicate that Amtrak has a little over 40% of the endpoint air/rail market share. But over two-thirds of Amtrak New York-Washington travelers, are price sensitive, choosing slower, lower-priced non-Metroliner conventional trains. Amtrak Metroliners command only 18% of the combined air/rail "premium" travelers.

According to the DEIS when the electrification is completed and Amtrak operates 16 high speed trains and ten conventional weekday trains each way in the New York-Boston corridor 34% of the endpoint airline passengers will shift to high speed trains. Amtrak would then command 37% of the air/rail premium market, double its current New York-Washington share.

Even if all of the projected Year 2010 "no-build" riders in the Boston-New York city pair market stayed with lower-priced conventional trains, rather than selecting premium fare high speed trains after the electrification was completed somewhere between 51 and 55% of the travelers would be on premium fare trains in contrast to 33% in the New York-Washington market.

Market expectations seem much higher in the electrification DEIS than have been experienced in the southern half of the corridor. If there are unique traveler characteristics in the Boston corridor they are not identified in the DEIS.

Another concern is the relatively low diversion from the auto. Premium fares are obviously a factor. In light of the

substantial expenditure of public funds for electrification it may not be a wise public policy to exclude the lion's share of the travel market, who use autos in this corridor, through pricing strategies.

The absence of any "induced traffic" in the DEIS does not bode well for another much touted benefit of high speed rail -- strengthening the cores of our older cities by stimulating travel and tourism.

What are the Real Energy and Air Quality Gains of this Project?

6 One way to treat energy issues in the DEIS would be to consider what would happen if all, rather than one-half, of the power generating capacity for the electrification project was assumed to come from oil-fired sources -- a distinct possibility in 2010 if gas prices were bid up for other uses. The electrification project would then increase annual oil use for passenger rail from 2.95 million gallons with the future "no-build" diesel train service to 13.75 million gallons at power plants for full electrification, a net increase of 10.8 million gallons per year. About 1.45 million gallons of this increase would be offset by diversion of motorists to the rail service. The DEIS claims that the bulk of the energy savings, the reduction of 12.47 million gallons, would come from the diversion of air travelers to rail. With this much diversion overall oil consumption would drop by 3.08 million gallons per year. However, if the air/rail mode shift in the DEIS were more like the considerably lower share currently experienced in the New York-Washington market, then the energy benefits could disappear, or even become negative.

Accelerating heavy trains to high speed requires a substantial amount of energy. Diesel locomotives, and Amtrak's current Metroliners, weigh much more than unitized gas turbine motor trains, once operated on this line. Substituting an updated version of the UAC gas turbine train for a typical electric train likely to be used on a Boston-Washington run will result in energy savings of about 60%. The DEIS should have described this option.

To some extent air quality benefits parallel energy benefits. Lighweight gas turbine trains will produce fewer ozone precursers than hevier electric trains and central station power plants. The railroad industry is becoming painfully aware of the emissions of diesel-electric locomtives. As measures to reduce auto and truck emissions become ever more stringent locomotive emissions grow in relative importance. The railroad industry is beginning to explore alternative fuels and other techniques to reduce diesel engine emissions. There is no discussion of this in the DEIS.

Can the Volpe Center redo the DEIS?

In closing Al Papp and I would urge the Volpe National Transportation Systems Center to reexamine its assumptions and analysis techniques that led dismissal of alternatives to the electrification project such as lightweight gas turbine motor trains and alignment options. We feel it is important for the Volpe Center to become a center for objective research, and not merely a rubber stamp for public officials.

7 For this reason we suggest that the Volpe Center withdraw the current DEIS and issue an new DEIS that reflects the wisdom and knowledge availble to Volpe. The new DEIS should be developed in an open way with adequate input from interested parties. We would be more than happy to meet with you and discuss, in detail, each of the concerns we have raised in this letter and previous documents.

With all best wishes.

Sincerely,

George Haikalis
Transportation Consultant

MC4-17

ORIGINAL FAXED ON! 1/21/94

ALAN R. CRIPE
4511 MENOKIN ROAD
RICHMOND, VIRGINIA 23225

RECEIVED 1/25/94
AFTER DUE DATE

January 20, 1994
File : DEIS / R 006

Mr. Glenn Goulet, DTS - 72
Volpe Transportation Systems Center
55 Broadway , Kendall Square
Cambridge , Mass 02142

(Copy of FAX of 6/20/94)

SUBJECT: Draft Environmental Statement, Northeast Corridor Improvement Project Electrification - New Haven CT- Boston , MA. (Vols I and III)

"Comments" and Reasons Why the Subject Proposed Electrification Project Should be Terminated Forthwith

Dear Mr. Goulet :

On December 2, 1993 I submitted my "Comments" due December 7, 1993 based on information available at the time. These still stand and must be addressed with factual and documented data on your part if you expect to proceed without protracted litigation.

In addition I , on December 3, 1993 I FAXED you a request under the "Freedom of Information Act" for certain information , which should have been in the DEIS /R but was obviously omitted , only to be partially answered on January 6, 1994 through the DOT / TSC information officer Mr. Jerome Sadow by data received on January 7, 1994.

As identified in my FAX to both you and Mr. Sadow on January 17, 1994 the reponse was not complete as identified in the FAX . As a consequence of this I also requested a delay of 60 days from receipt of the documentation requested under FOIA to be able to provide a complete response to the subject DEIS / R referenced above.

Nonetheless I will make additional "Comments" under the present time deadline as follows:

8. Train Performance and the misleading conclusions stated in the DEIS /R

As a result of certain train performance calculation summarys furnished the writer under FOIA it is clear that

a) Two F-40 Diesels with 6 cars , BOS - NH and an AEM-7 Electric loco pulling the same coaches NH-NY could provide a elapsed

trip time of 1:53 + 1/2 (loco change per NHHR performance in 5/12/68 timetable) + 0:53 NHHNY = Total trip time of 2:53. Max speed was only 115 MPH with diesel and 117 MPH with electric traction *all without any additional electrification !*

(Reference USDOT furnished documents: Run 1 Modern Pass Train F1/2)

b) LP TURBO a train of 6 cars + one 1001 - 2500 HP loco with third rail capability. This made the BOS- NY trip in 3:01 with 4-1:25 min stops and never exceeded 106 MPH. *This solution did not require new electrification either !*

(Reference USDOT furnished documents identified as "LP TURBO - Modern Pass Train F1/M2")

c) The above trip data furnished under FOIA does not correspond to train types or number of cars for "Express" services proposed. For example on page 4-56 of Vol III of the DEIS/R it is stated that 5 car trains were used in AMTRAK performance calculations.

Had the above trains been run as 5 car trains the running times would have been reduced a few minutes and a fair comparison made. Obviously the (underpowered) LP TURBO would have made the run in less than three hours.

The fact that the LP TURBO was underpowered (with one 2500 HP) locomotive when the diesels were 6000 HP and the electric locomotive shown as 9000 HP (actually calculates as 7500 max rail HP) actually shows up better than either the electric or the Diesels, when it comes to energy efficiency, energy cost and pollution generation.

Thus it is clear that the DEIS/R has not presented the complete picture and the DEIS/R has been designed to deceive the public as to the need for electrification between New Haven and Boston when other viable alternatives were known by the teams that prepared the DEIS/R.

(1)

1. The statements in Volume I of the DEIS/R on page 2-7, paragraph 3 (*Loco Intense Locomotive With Third rail Capability*) - as to failing screening criteria one and three are totally false and misleading. Furthermore the DEIS/R "stacked the deck" against the LP TURBO by deliberately underpowering it, when any reasonable and credible study would have used two locos - still making it the least powerful train of the six simulated.

2. The comparisons omitted the UAC TurboTrain totally - a train that was performed - on electric loco to this date - including the X2000 and the Pendolino - including accelerations. It is the only train to have gone through Boston - New York in less than three hours. The omission of this train and two subsequent designs, the TURBO II and the TURBO III, are well known to AMTRAK and if the DEIS/R was the least biased objective simulations would have been run for both type TURBO trainsets.

(2)

Thus the only train representing proven American design and technology is purposely ignored. This is another indictment of this misleading and totally flawed DEIS/R document.

3. Even conventional Diesel locomotives such as the 10 "GE Genesis" locomotives currently on order by AMTRAK (and even possibly delivered) which have third rail capability were apparently not included in the train simulations as they eliminate the "locomotive change at New Haven" argument used frequently in the DEIS/R.

By using such locomotives BOS-NY one could reasonably conclude that by eliminating the locomotive change at New Haven the trip could be operated at least 7 minutes faster than Diesel simulation furnished the writer, thus providing a 2:46 trip time. This is a Diesel train - so how can electrification possibly be justified for the "less than three hour trip time ?

9. New Technology and the "No Build" scenario

The "No build" scenario is another case of misrepresentation of the facts. The type locomotives and cars that are used represent 30 year old concept and technology. As the DEIS/R was being prepared AMTRAK was busy ordering more modern higher power "Genesis" locomotives (some with the diesel power capability which the DEIS/R discounts as "failing screening criteria one"). This has subsequently proven to be false. Two genesis locos can certainly outperform two 19 year old F-40's that, according to the USDOT simulations, can make the trip in less than 3 hours.

In addition, even the "Genesis" locomotives not represent modern Diesel engine technology. Modern high speed Diesels used for Italcar, the highest the world which number in the thousands) exhibit lower fuel consumption and about half the air pollution per horsepower hour) as standard Diesel GE's or EMD engines. Yet the DEIS/R never bothers to factor in technology improvements which are readily available and have been known to AMTRAK personnel for a number of years.

So the DEIS/R compares the best electrification scenerios to obsolete and ineffecient Diesel options as though nothing can be done to provide another viable option to electrification.

Nonetheless the current F-40 locos are remarkably competitive to the AEM 7 electric operations and use somewhat less electric power when the loads are correctly calculated See Exhibit U

It appears that there is either gross incompetence on the part of the preparers of the DEIS /S or a willingness to deceive the public by not using known Diesel train alternatives which can make a trip time less than three hours, require less power, use less energy, and create less than half the pollution of the "no build" option .

(3) If the DEIS / R is to be technically believable, the complete picture must be shown and the alternatives shown in detail. At the very least train performance simulations should be run for the original TURBO ; TURBO II's and III's , TURBO IIIa's, DMT 6D's , LRC 1-5-1's , LP Turbo with 2 locomotives , and any other candidate non-electrified trains. Then compare to the electric trains in terms of trip time, safety against overturning is curves, energy consumption pollution generation , and costs , etc on a strictly technical basis

Only by doing this can the DEIS / R be a credible document.

Also in the "Commuter Intercity Rail Improvement Study (Boston - New York)" of May 1993 it is revealed on page xvii that electrification can reduce trip time by "almost 6 minutes". Considering that the alternative trains are underpowered this is hardly demonstrates a clear advantage for electrification !

In certainly is not " cost effective" - a subject carefully avoided in the DEIS /R

it must be observed that AMTRAK is guilty of misrepresentation and indeed, mismanagement . The fact that it was known at the time of the DEIS / R preparation that AMTRAK's presently owned equipment can provide schedules that meet the three hour trip time objectives of electrification without electrification is simply outrageous That these train operating capabilities are deliberately withheld from the public , while insisting that only electrification can provide the less than three hour trip times is dishonest and deprives the public of better service and should not be tolerated by the US taxpayer who is footing the bill.

This DEIS / R deception will not help AMTRAK 's already tarnished image either, considering that there is already a movement to dismember AMTRAK when time for reauthorization arrives in 1996

Therefor I recommend that the DEIS /R be withdrawn and the misguided electrification plan be abandoned before it becomes even more embarassing to a country that prides itself on honest and objective actions.

Electrification is unnecessary to attain schedule goals

Electrification is more expensive , and a waste of public funds

Electrification requires more energy for train operation

Electrification produces more pollution than alternate technologies

I rest my case !

Very truly yours.

Alan R. Cripe

Alan R. Cripe

PUBLIC HEARING

FOR

DRAFT ENVIRONMENTAL IMPACT STATEMENT

ON THE NORTHEAST CORRIDOR ELECTRICIFCATION

NEW HAVEN, CONNECTICUT TO BOSTON, MASSACHUSETTS

AT WHITE HOUSE INN
1687 BOSTON POST ROAD
OLD SAYBROOK, CONNECTICUT

Present:

Ira Levy
Glen Goulet
Peter Montague
Bill Fashover

Reported by:

Patricia C. Moody
Certified Court Reporter

MR. LEVY: Good afternoon. I'm Ira Levy. I'll be the moderator for this afternoon. This is a public hearing in connection with the Draft Environmental Impact Statement on the Northeast Corridor Electrification Project for the Northeast Corridor from New Haven to Boston. What we will be doing this afternoon is I will give a small presentation that shows the status of the project and the environmental studies that have taken place to date, what the process is from here on in, and then after that we would like to open it to the public and concerned parties to give testimony as to their impressions, concerns, and statements regarding the draft envionmental impact statement.

To my left is Peter Montague of the Federal Railroad Administration. Next to him is Bill Fashover of the Federal Railroad Administration. And on the end is Glen Goulet from Volpe Transportation Systems Center, an arm of the United States Department of Transportation.

The Northeast Corridor, as you are well aware, extends from Boston to Washington. It has the highest rail patronage in the country and, as you know, it is electrified from Washington to New Haven. From New Haven to Boston it is ran by diesel locomotives with a switch to electrical locomotives in New Haven. This project is part of an overall improvement project that has been going for some time and will continue to do so. The type of improvements that are

taking place on the corridor, proposed to take place in the near future, include the electrification project as well as other projects which include rail line upgrades -- that's traffic right-of-way, bridges, ties, etc. -- items for congestion relief, including a throughover at New Rochelle, New York, and the Stamford railroad station will have improvements, and there will be track reconfigurations in New Haven, Connecticut. Also, there will be considerable equipment acquisition to provide high speed service between New York, Boston, and on to Washington. The proposal specifically is to provide electrification for the remainder of the corridor between New Haven and Boston.

The participants are the Federal Railroad Administration; the Volpe National Transportation System Center, who has been engaged by the FRA to be responsible for the environmental studies; DMJM Harris, the prime consultants performing the studies; and Amtrak, the proponent/operator of the National Railroad Corporation.

Extensive studies have taken place over the last two years regarding the development of the Draft Environmental Impact Statement. The project components that were examined include substations and electrified lines, switching stations, auto transformers, bridge modifications as required, railroad stations, and traffic aspects of those stations, the catenary system itself, program and maintenance

operation sensing, and other security issues. Categories that were examined for general impact include land use and socioeconomic, the historical and archeological, transporation, circulation and access, natural resources, noise and air quality. Categories for specific impact to the project were vibration, energy, public safety, electromagnetic frequencies, EFM, visual and aesthetic issues.

This is all part of a regulatory process that envelopes the federal, state, and local level. On the federal level sits the National Environmental Policy Act. On the state level it's various agencies. And on the local level are your local permitting boards. All entail environmental studies, agency reviews, and permits, as applicable.

We're here today for the federal process, the NEPA process. Most of that process has been ongoing for two years. We're at a point, critical point, with the Draft Environmental Impact Statement that has been published. There has been a scoping in which the public was asked to give its comments and direction as to what should be studied. This was done about two years ago. Based on those comments, a work plan was developed and approved by the FRA and was implemented first to establish baseline conditions, understanding what exists today, and licensing, various

alternatives that were directed to be done during the scoping phase, evaluating impacts both beneficial and adverse, determining necessary mitigation measures that may be necessary to alleviate adverse impacts, and to report all the findings in a draft environmental impact statement which has been published. We are now at the stage of requesting testimony and comments regarding the draft environmental impact statement. This testimony eventually will result in a further analysis which will come out in a final environmental impact statement.

The draft impact statement was completed in August of this year. This was published in early October, and the EPA published a notice of availability in the Federal Register, which commenced the 45-day review-and-comment period. Approximately 1,200 copies of these reports have been issued to agencies, concerned parties, and the public at large. The final environmental impact statement will have responses to the comments on the DEIS. Each and every comment that we've received, both here and in writing, needs to be addressed, will be addressed, and reported in the final document. It will incorporate relative changes in the proposed action either due to mitigation, due to comments at these hearings, or due to action proposed by Amtrak. It will incorporate the results and the addressing of agency comments based on their review and consultation. And finally, there

will be a record of decision outlining the direction as a result of these findings.

The FRA, as well as the regulatory bodies, are very committed to the public process. We have done numerous meetings and have had many consultations with very concerned parties. It started with the scoping meetings in November, 1991. There were public information meetings, which I'm sure many of you attended, in 1992, a year ago. We had work sessions with various component parties. And last, we are here today at the DEIS Public Hearing. These hearings are required by NEPA and also strongly encouraged by the FRA procedures. They provide a clear opportunity for public input on the environmental studies and any concerns that any individual or parties may have regarding the proposed action. And furthermore, they establish a basis for framework for the final document.

We are seeking to hear from the public and concerned parties comments that address the adequacy of our analysis and the merits of the alternatives discussed in the report. As I indicated, there was a 45-day period that is ongoing for these comments, and the comment period closes December 3rd, 1993. Therefore, I advise you that all written comments that you wish to submit need to be postmarked December 3rd, 1993. Furthermore, in the rear you will find copies of a public notice published by the U. S. Army Corps

of Engineers regarding permit applications for Section 10 and Section 404 of the Rivers and Harbors Act and the Clean Water Act. You're welcome to pick up a copy of those if you haven't already done so. The other thing is it would be really greatly appreciated that you make sure you sign in, if you haven't already done so, before you leave because it is important that we have a record of who attended in case someone gave comments and if we need to get with you on further discussions regarding your comment.

The process that we would like to entertain from here on in is that I have a list of people that wish to speak. We will call them in numerical order as they listed themselves, and after that we will open it to the general public. We would appreciate that you try to leave about five minutes for your speaking time. If it gets very long, the Chair will respectfully cut you off. But feel free at the end, after everybody speaks, to come back and give additional comments. Also, if you have any written testimony, there is going to be copies. When you speak, we would appreciate a copy. This hearing is being -- there's a stenographer here who's keeping a detailed record. It is a formal public hearing with testimony. The public record, at some point when it is available under the Freedom of Information Act, if you wish to get a copy, just notify us and a nominal charge will be for the copy.

At this point we'd like to get started. The first one is Patricia -- I think it's Zedalis.

CT-H-1

PATRICIA ZEDALIS: Good afternoon. My name's Patricia Zedalis. I'm Deputy Commissioner for the Bureau of Public Transportation for the state of Connecticut. I appreciate the opportunity to comment on the draft DEIS and to provide you with DOT's preliminary comments on the EIS for the Northeast Corridor Improvement Project.

First, I'd like to preface my comments on the DEIS by reiterating the Department's -- this is not an objection -- I want to preface my comments first by reiterating the Department's complete support of the project goal of achieving three-hour rail passenger service between New York and Boston. Furthermore, the Department has and will continue to actively support the development of the improvements needed to support this goal. However, today I'd like to focus on three primary areas that were addressed in the Draft Environmental Impact Statement. These three areas concern the rail freight service, at-grade crossing elimination, and the coexistence of current and future rail commuter service in the Northeast Corridor. More technically, specific elements of the report are still under review with the DOT and the Department of Environmental Protection, and we will address those and have final comments which we will subsequently mail to you.

1 First of all, on the freight service, according to the Providence and Worcester Railroad, in East New Haven

there are 17 rail freight users which employ over 15,000 people within the state of Connecticut along the corridor. As a result of the high-speed rail project and the anticipating negative impact on rail freight service which includes reduced windows of operating time, longer train movement times, and additional night service, the potential for severe economic impacts to Connecticut exists. Every one of these jobs is extremely important to the state at a time when we have lost several hundred thousand jobs in the last few years. The P & W have projected an annual loss of $900,000 which, as it says, could result in the cessation of its freight operation on the corridor in Connecticut. That's something that absolutely cannot occur. Obviously the loss or the reduction of the rail freight service or the limitation of freight movement to night hours will have a significant impact on the economic viability of the companies served, and we have heard from many of those Connecticut companies determining that effect.

The EIS for the project must address not only the economic impact of rail freight revisions on the users, but also the corridor impacts and those environmental impacts needed to mitigate the impacts on the rail freight movements. This matter must be resolved at the EIS stage of the project and should include significant input from the states involved.

The second issue involves the elimination of at-grade crossings. That has been a topic of great emotion since July of this year when we received the draft plan from the Federal Railroad Administration. DOT, Department of Environmental Protection, and the Department of Economic Development for the state have all submitted lengthy and extensive comments to FRA on that plan. Those comments dealt with, in part, the environmental impact of elminating the crossings which serve as the only access to coastal areas or the impact of replacing an at-grade crossing with a grade separated structure. It was our understanding that the DEIS would address all of these issues and, in fact, we anticipated this document greatly, trying to get some of the answers to the questions that we raised on our earlier comments. Unfortunately, the DEIS does not address those issues and, to date, we've received no feedback relative to our comments regarding the draft crossing elimination plan.

While the DEIS appears to have taken a position on the jurisdictional issue relative to the elimination of crossings, it has not addressed the concerns of the environmental neighborhood and historic preservations and economic developments which have been delivered to eliminate any of the crossings that remain in Connecticut. In fact, the importance of the elimination of the crossings and the degree to which the FRA will seek to implement its draft

crossing elimination plan varies within the report, and we believe that the final EIS must clarify these inconsistencies.

To give you some examples, one section of the report that I will quote, "This will closely coincide with the implementation of the proposed action." However, in other sections, the sections relative to eliminating these crossings are less clear. For instance, the accident producing models that were used concluded that, quote, there will be no significant change in the potential train vehicular collisions, unquote, referring to the build/no build electrification alternatives. Such a finding would make it difficult for a state agency such as DOT who would have the jurisdiction under the Connecticut General Statutes to order the closure of a crossing, especially if the closures involve great expense or was not supported by area residents. The EIS, therefore, to be complete must address the environmental issues raised regarding the proposed crossing eliminations and the plan for these crossings must be consistently articulated in the EIS. We are uncertain as to FRA's current plan as mentioned above. We have received no actions to our comments on the draft FRA plan.

Now, if I could turn the page, okay. As previously stated, we are very concerned about the successful upgrade of freight service on the corridor, especially in

Connecticut. However, there is also a significant annual investment made by the state of Connecticut to maintain and improve commuter rail services along the corridor which, east of New Haven, include the Shoreline East service, and west of New Haven, Metro North. We're concerned with the impact that the project may have on the current and future commuter services. The report indicates that, quote, all of the projected 20 inner city freight and commuter operations can be accommodated on the corridor with no adverse impact to commuter service expected, unquote. It must be assumed that, for the report to make such an aversion, a train performance calculator simulation model or something similar to it was utilized to confirm there was no impact. Whatever modeling was used, it needs to be presented and analyzed and discussed in the report. Without that analysis, we cannot adequately comment on the impact of Connecticut commuter rail operations. Metro North and Shoreline East account for the approximately 58,000 train trips daily in Connecticut. Disruption of these services will have serious environmental effects.

The report further states that, quote, to achieve this high level of capacity, all parties will be required to implement operational procedures designed to maximize capacity into a highly disciplined manner while also maintaining high safety and reliability standards, unquote.

There must be specific operating or dispatching procedures which must be employed to subsequently accommodate the capacity level. Then they should be clearly identified and recognized in the final EIS. We hope that prior to the final EIS we could have some discussions with you about these operating methods.

That is the conclusion of our comments today; however, I wanted to conclude by also saying how we are willing to work with FRA and Amtrak to try and resolve these issues. We look forward to seeing more complete and environmental analysis so the project can proceed.

Thank you very much.

MR. LEVY: Thank you. Next, Jim Repass.

CT-H-2

MR. REPASS: Thank you. My name is Jim Repass. I'm President of the Northeast Corridor Initiative, which is a collection of academic, business, and former government leaders from throughout northeastern United States who, since 1989, have sought to advance the development of high-speed ground transportation in America and especially in the northeast. While I live in Boston, I grew up in Fairfield County and graduated from Wesleyan University in Middletown. Also, as many of my friends from Fairfield County have moved to this area of the country, I feel somewhat at home here. Certainly I have come to realize that this part of the world, from here to, say, Rhode Island and on up Narragansett Bay is among the breathtakingly beautiful in the United States.

1 Therefore, it is with great respect that I speak out in favor of this important environmental and economic development plan, the modernization of the Northeast Corridor from New York to Boston and probably beyond to Portland. I believe the benefits are clear. A reduction of airport and highway congestion and air pollution will be reduced due to the use of the much quieter electric locomotive. In addition, the new trains that will likely be used on this route will have not only the ability to tilt or lean into curves, but will have steerable wheel sets which will cut down drastically on noise generated on conventional trains such as you have now. The economic benefits to the

region of under three-hour service between Boston and New York, the other cities of the corridor will be a boost, I believe, to both business and tourism travel. But, more importantly, if we are to establish a true high-speed ground transportation route here in the United States beginning here in the northeast will lay a groundwork for the transportation industry. We all know what has happened with the economy in this region at the end of the cold war. As someone who has been very actively involved in seeking new industry in parts of New England, I think I'm qualified to say that unless we put to work some of these great human capital resources that we have here in Connecticut and the rest of the northeast, that great sucking sound that Ross Perot kept talking about is going to turn into a tornado.

On the issue of EMF, which is an important issue, I'd like to point out that overwhelming evidence shows there is as much damage done by automobile exhaust. There is simply no credible evidence that electricity poses any damage to the public. In fact, the evidence points exactly the other way. The tracks from New York to New Haven have been electrified for 82 years. From New York to Washington, for 60 years. If there were any kinds of threat, it would have shown up as a massive health impact all along that corridor years and years ago. And there are simply no epidemiological evidence to warrant some of the things that has been said

about electrification and some of the scare tactics that have been used which are reprehensible.

Lastly, as someone who was raised by a portrait artist and landscape artist -- my mother is an artist -- I think I have a real appreciation for the beauty of this part of the world, and I would not want to see it despoiled under any circumstances. The project proposed here will use a catenary system. I think some of you may have seen it. Perhaps that will look, to all intents and purposes, like a trolley pole and a wire, not massive gantry type arrangements that you see installed nearly a century ago south of New Haven. So I think concerns of that sort about the beauty of the region, about the views being spoiled, I think should just be laid to rest. It's a minor piece of the engineering from that standpoint. I'm sorry, it's not a minor piece of engineering, but it's a minor visual impact. I believe the Federal Railroad Administration, DMJM Harris, and Volpe have done an outstanding job. I'm sure there's room for improvement.

I hope this important environmental and economic development project can go forward with all deliberate speed.

Thanks very much.

MR. LEVY: Thank you very much.

George Haikalis.

CT-H-3

MR. HAIKALIS: My name is George Haikalis. I'm a resident of New York and hopefully will benefit by improved train service both north and south of New York and to other places as well. I'm a civil engineer and a transportation planner, and I'm a transportation consultant in New York. I worked for the Tri-State Regional Planning Commission for 19 years. I'm a member of the American Society of Civil Engineers High-Speed Ground and Transportation Committee, and we sponsored a conference just about a year ago. I'm here today, however, as a concerned professional and a concerned citizen and not representing those groups.

I think the Boston/New Haven electrification project is a serious mistake. This was pointed out in comments that were made by Tri-State in 1977, which is 16 years ago, when the draft programatic environmental impact statement of which this project is a derivative had originally contained the electrification project. Let me see if I got the letters right here. The DEPIS analysis was made just like the present one, and I'd like to submit the copy of the Tri-State comments at that time for the record.

MR. LEVY: Let the record so show.

MR. HAIKALIS: I've already submitted a copy of a paper that a colleague of mine, Mr. Papp, Jr., we'll speak of later. And I am prepared for this hearing about this project, and I want to summarize just one or two points from

that paper.

There is seven key points that are discussed there, and I hope you will take a serious look at that paper.

My main concern, our main concern, is the alternatives section, whether there are reasonable alternatives to electrification. We don't dispute the desirability of having a three-hour trip time. I think that's very important to bring this railroad up to what it can do, and it's limited from what it can do because it is a wiggly old railroad along the shoreline here.

The economics of electrification don't make sense. That's a really big problem. And the basis for this is comparing an updated version of the old turbo train that used to run just a few feet past this cafe here. I don't know how many people would remember that, but that was about 25 years ago. We can't understand why an updated version of that train was excluded from the analysis, particularly since the designer of that train made a presentation to Amtrak about three years ago of his updated version of that, which would have been a natural alternative and should have been explored. And we're really very, very disappointed, not with Mr. Goulet, who has been careful and cooperative, but with the Volpe National Transportation Center, our nation's transportation think tank, for ignoring this train for not having brought it to the surface either recently or even when

the Conig (phonetic) people were doing tests years ago. It's almost as if this train didn't exist.

We think this was a logical alternative. It used the Pratt & Whitney gas turbine engines, was designed right here in Connecticut and engineered right here in Connecticut. Several of the cars, when the train was expanded, were built by Sikorsky in Connecticut. And the current version that the designer has suggested, Turbo III, would be incorporating 25 years of improvement in gas turbine technology. And believe me, there have been quite a few.

It would have no problem making the run in New York to Boston in three hours. In fact, it did during test runs in the late '60s, and I'm sure that data must be available somewhere in the long corporate memory of FRA and Volpe Center.

The designer of this train estimates it would cost about $12.5 million per train set compared to about $20 million which the designers of the X2000, which is a Swedish train, or the German ICE, we don't know what these will cost. There have been estimates in the cost of various trains. As far as gas turbine technology, we've attempted to make some simplistic estimates of these costs. We certainly would hope that with your resources that you can include them in the alternatives section.

One of the minor costs of a gas turbine train is

that a comprehensive overhaul is required after 10,000 hours. And this overhaul costs about $100,000. The proposed Turbo III that we're talking about would have four of these Pratt & Whitney turbines in them, although it could have other turbine manufacturers. That would mean about every 2.3 or 4 years there would need to be an overhaul, and this amounts to, per train set, $171,000 per year.

The best estimates we could make of what this train would consume in the way of fuel on Boston to Washington through-trip would be 825 gallons. And a European high-speed train, which is much heavier, actually, than the turbo train, would consume 18,180 kilowatt hours of power for the same trip. If one uses the current costs of 75 cents a gallon for turbine fuel and 8 cents for kilowatt hours for electric power -- and I'm sure there are presently other guesstimates that could be made -- we're talking about $480,000 a year of fuel per turbo train set and $1.12 million per electric train set. So there's a savings of 640,000 per year per train set.

This is offset by the estimated overhaul costs of 171,000 or, basically, a little less than a half a million, about 468,000 per year operating cost savings per turbine train over a comparable electric train.

Other costs, like cleaning the cars, filling tickets and so forth, would be the same for either train.

Therefore, when we're really comparing these two trains as an alternative analysis, the turbos would cost considerably less to build, considerably less to operate. So the real question is why would one want to spend more than $300 million to have a more costly train to run and a more costly train to build?

I want to make one second comment. It may be in noncompliance, but it's about Old Saybrook. The electric power that's proposed at 25,000 kilovolts is different than the power supply in the New Haven electric line from New Haven south to New York. That's 12.5 kilovolts. And the current fleet of the Metro North commuter cars could not operate beyond the New Haven North station. I think that's a minor point, but it should be addressed in the analysis.

I did want to make a couple comments on the DEIS process in general. One is that alternatives like the turbo train were dismissed without analysis, and there were other turbine trains that were in the scoping document that were dismissed in one or two sentences. I can't find the text that goes beyond just one sentence.

The inland route was ignored. This was the route by way of Hartford/Springfield and Worcester. And in fact, given the current route alignment and with some modest upgrading of the inland route, that the travel time could be the same from New Haven to Boston whether you use the shore

or the inland route, and you could split the service equally between the two routes which would benefit many more people.

I only obtained Volume III of the EIS yesterday, in fact, yesterday when I returned from a business meeting, and had virtually no time to read the document. So whatever I have said up till now really has not had the benefit of that document. I don't think that's a very good way to conduct a presentation about the EIS process since I've been in touch with Volpe the last four times in the last year showing a considerable interest in this subject.

I think another problem with the DEIS is there is a substantial number of dollars which already have been spent on the project which I think is violating the spirit of the EIS process where one doesn't begin a project until one has already determined whether there are substantial negative environmental impacts and whether or not there are alternatives that could avoid those impacts.

I'd like to sum up that all of us agree that upgrading the rail service is very important. We're very, very pleased with the Clinton administration recognizing this and the high-speed railroad which is calling for implemental upgrade of corridors around the country is right on track. And the only way that effort is going to work is successful gas turbines or diesel trains because electrification just isn't feasible or practical throughout the country. Boston

electrification is really off-target. It's a dead end because the rail technology will not have the capability elsewhere because there will not be any other electrification process in the US.

I hope you consider these comments in the EIS process.

Thank you.

MR. LEVY: Thank you. Albert Papp.

MR. PAPP: Thank you for allowing me to speak at this DEIS hearing today in Saybrook, Connecticut. I'd like to just give you my background. I've worked on Wall Street for over 25 years. I've worked for an electric utility. I've served in the Desert Shield/Desert Storm and also during the Vietnam era 25 years ago. I'm currently acting as a commuter consultant to Wall Street firms and also a transportation consultant.

George and I have both together written a paper which you gentlemen now have, and I want to acknowledge before I start that this theme is a very provocative one and it challenges the wisdom of the railroad electrification of and by itself will result in shortened journey times, reduced energy consumption, less levels of energy degradation, and greater schedule reliability.

I also want to say, as George did, that whatever conclusions we've given in these papers shouldn't be construed as detracting from the Clinton administration. To the contrary, high speed trains operating in the recently defined FRA corridors have the opportunity to become realized much sooner if our papers and our recommendations are followed. What we'd like to do this afternoon is present several thought-provoking questions to you which we feel must be answered before the New Haven and Boston electrification that is now the subject of this environmental analysis is

fully endorsed and construction contracts for the approximately $300 million project are awarded.

So before I go any further, let's just look at a few of these, in our minds, troubling questions. First, will the attempt of the Boston-New York three-hour trip, as alluring as it is, be competitive with airline shuttles?

Despite the much repeated Amtrak statistic that it's captured over 40 percent in point rail passenger market, in reality their time-sensitive, premium-fare, high-speed Metroliners have secured less than 14 percent of the end-point trips. Truly, if you looked at the Amtrak statistics of the New York and Washington corridor, of its total passenger loadings, two-thirds of the riders tend to use the slower, less expensive trains. Two-thirds out of the entire passenger load are not on the Metroliners. If you remove the slower trains' passenger loadings and just compare the Metroliners with the air shuttle, we found out that Metroliner patronage is only 18 percent of what we would like to call the premium-fare or premium-price market. And this is where there is substantial advertising. Two and three and sometimes four tracks are already electrified, all right.

Most studies suggest that a two-hour point-to-point running time between New York and Boston and New York and Washington would be necessary to make formidable inroads in the air shuttle market. While it's logical to assume that

a three-hour New York to Boston schedule has the potential to provide a dramatic improvement in service quality, will that three-hour schedule provide ridership patronage markedly different from this already recorded in real world New York to Washington service? This was not addressed in the DEIS. You've looked at the forest and the trees, but I don't think you've seen the overall problems of the industry.

At this point, we need a faster schedule of three hours. Three hours will be good. It'll have a great impact, but what our point is at this juncture, it's not going to be good enough. Can the electrification of the current rail right-of-way along the Connecticut coast be cost justified? If it can be shown -- and we think it can with proper analysis and we think we've provided the basis for this analysis -- Amtrak's immediate trip time goal of three hours can be met without the expense of electrification, this is not the appropriate solution in the short term. While in the long run, looking at solutions such as dedicated private passenger-only right-of-ways (sic) for trains that could get you an airline competitive time of two hours, why spend $500 million for three hours when we know it's not really going to be good enough in the last decade of the 20th century? Why is American technology been too studiously ignored by all federal agencies, including the preparers of the DEIS? For example, all foreign trains Amtrak has tested in 1993 are

operating on FRA waivers because they don't meet the U. S. buffing straight standards. Yet an American train built over 25 years ago and funded by the U. S. Department of Transportation not only exceeded these standards but was lighter in weight per passenger and more energy efficient than any of the current overseas contenders for the Northeast corrider equipment procurement. I have ridden the X2000 five times between New York and Boston. Although the rails are probably between a half a mile from where we stand this afternoon, I've ridden the ICE train three times. These are very beautiful trains, but they weren't designed and engineered for U. S. railroads. All of them have fatal flaws, which is they don't meet our FRA mandated buffing standards.

What is a true course? Are we receiving real dollar value for this electification project that it's being asked to fund? If alternatives exist that would allow the attainment of these short-term goals in a less costly way, should these not be advanced, including electrification, that has the capability to produce an even more marketable service rather than an upgrade of aging, outdated infrastructure that is now being presented to us this afternoon.

I hasten to add that technological, environmental, and fiscal, not to mention competitive factors, have changed since this was conceived. That it

would be a dereliction of the democratic process to do otherwise. Our nation needs the best possible railroad transporation system that it can afford to operate. We believe that our analysis embodies a revealing consensus decision-making process operating in our society today, that is, the tendency to perpetuate widely-held perceptions as truth. To see past these perceptions and myths as we've called them in our paper, is basically the purpose of our being here this afternoon.

Thank you very much. And if anyone wants to see what a turbo train looks like that over 25 years ago made a three-hour Boston to Washington trip on the then decrepit railroad, we'd invite you to meet with us after this presentation. Thank you very much.

MR. LEVY: Thank you. Jason Beck.

MR. BECK: I've got a procedural question. I'm speaking tonight in New London. I don't want to preclude other people from speaking.

MR. LEVY: It would be appreciated, then, if you'll hold off till then.

MR. BECK: I think I'll wait till other people have had a chance to speak.

MR. LEVY: Fine. Thank you. James Musante.

CT-H-5

MR. MUSANTE: My name is Jim Musante. I live at 195 Seneca Drive in Groton. And before I tell you why I'm opposed to the project, I'll tell you what I'm in favor of. I'm in favor of the alternative route. I'm in favor of the establishing of a new clear cut alternative, a corridor that truly could be called a corridor for high-speed trains instead of this Mickey Mouse, rinky-dink thing you're trying to do.

I'm opposed to the project for the following reasons. The increased noise is going to be raised to unhealthy and disruptive levels. I live within 200 feet of the track, although I can't get anybody in FRA or Volpe to take a noise measurement. That's just so I can have a baseline to compare with future noise levels. I don't know why the EIS does not contain the noise levels that were generated by these trains actually in use in Europe and other places. Did you take noise levels when they ran to Washington or down the Jersey track? I didn't see anything in the EIS about that, and I'd say that's a fatal flaw kind of omission.

The destruction of visual idyllics in that corridor, you've already ruined the waterfront. You want to do it more damage.

Then impact of EMF, I heard the former speaker say it really was scare tactics for doctors to say that EMF

causes anything of ill health. I don't know whether it is or not. It sounds an awful lot like, an awful lot like what they said about tobacco in the 1960s.

I'm concerned about the degradation, about the quality of my life by running a train down 200 feet from our house. It's committed to 75 miles an hour on curves and rails that just were never intended for that kind of use. And with all your upgrading -- I see the tracks being worked on regularly -- with all your upgrading, you're not going to change the physical forces where the wheel meets the steel. I don't care how much tilt, I don't care how much you put turning radiuses in the understructures, there's still going to be that physical force where the wheels are hitting the rails.

The economic impact on the waterways, both recreational and commercial, is going to be disastrous because the bridges that are open most of the time are going to be closed most of the time. You're going to have 52 trips a day, and you're certainly going to have bridges closed if they're coming at 75 miles an hour.

The results of reduction in property value leads to reduction in taxes. We all know what that means in the towns that we live in. The towns are crying for more taxes. They're going to have to do with less because the property values will be less.

I'm also concerned with the parallel station at Esker Point locations. In your report you call it an abandoned parking lot. I don't know whether the hell you've ever been there in the summertimes when it's full of cars and people are going to the beach. How can you call it an abandoned parking lot? I would say that's probably intentionally misleading.

And another thing I find disturbing is nowhere can I find a list of individuals who are specifically responsible for any part of this EIS. Now, I know on the first page somebody signed off for it and I'd be ashamed to put my name to it, but nowhere does it say, well, this individual handled noise and this other individual handled vibration, and the third one handled the asethetics. I can't find anybody to call. And when you try to, you get shifted around. That's an old treatment too. And I think that the EIS contains many errors. I have to ask you, did you gentlemen read it? Did you sign off on it? Did you accept it the way it was or is that why it's called a draft? I'm not kidding. I'm serious. Because I find many errors of geography, errors of omission, of misstatements, and I only read the part that concerns my little two-mile stretch.

I think this just about concludes my comments. I'm saving another two-and-a-half minutes for tonight at New London.

Thank you.

MR. LEVY: Thank you. Tom Ouellette.

CT-H-6

MR. OUELETTE: Thank you. My name is Tom Ouellette, and I'm representing the Department of Environmental Protection and the Office of the Long Island Sound Program. I'd like briefly to discuss the role of DEP's reviewing the electrification process.

We are presently in the process of reviewing the draft and we will be submitting written comments, but our comments here today are preliminary. I would like to explain for both the preparers of the DEIS and for the other concerned parties the basis and the status of our review. We're here to listen to comments as well as for the discussion of the issue of the electrification project that is being reviewed as a direct of federal agency, by FRA, and is subject to the following regulatory review: under the federal Clean Water Act, the project must obtain water quality certification, which is an authorization issued generally by the office of the Long Island Sound Program and the Inland Water Resource Division of DEP and under the federal Coastal Management Act, and must demonstrate consistency with the state. The factors for consideration in those authorizations will include impacts on water quality, coastal land use, water dependent use, public access, and coastal habitats and living resources, fish, shellfish, wildlife, endangered species.

To obtain the water quality certification and

the coastal consistency concurrent with the state, it must show that these resources will not be degraded and that all appropriate mitigative measures will be taken. Our objections thus far in reviewing the DEIS are that it identified locations of proposed activities, but does not contain plans and sufficient detail to certify described impacts or the lack thereof. In particular, the scale of the maps in Volume II is inadequate to verify written descriptions of resource impact such as the proximity of a proposed structure to wetland and open space. There are several instances where written descriptions indicate that there are no resource impacts while the maps show overlapping facilities. And I realize this is due in large part to scale on the map, but we will be providing preliminary comments now on the activities and the impact as described in the draft, but we'll wait until we see the final EIS and the detailed plans to make substantive comments.

At this point what we can say is that any activities that effect tidal flushing, either directly or indirectly, will be evaluated in terms of improvement of those conditions. We will evaluate both indirect and direct impacts of activities within the right-of-ways (sic). For example, incidental discharge of the construction and debris resulting from catenary installations, we will pursue opportunities to correct those as in past practice where

sufficient opportunities may exist. But we do not expect there to be a significant number of instances. Those are some of the things that we will be continuing to look for as we review the plans.

At-grade crossing. The Long Island Sound Program and the DEP have reviewed the FRA's draft plan for closing at-grade crossings. Our comments concern the potential adverse impacts on water dependent uses, public access, for example, the impact on wetland created by mitigative measures for closing of crossings. I'd like to emphasize that it's been our understanding that these are separate projects. There are apparent discrepancies within the draft. We have questions regarding the relationship of these projects and to request clarification within the final DEIS. The volume states that the FEIS is to implement the plan to close at-grade crossings once that plan is completed. The statement in Volume III states the closure of the crossings will closely coincide with the electrification plan. I'd like to state again, as we have in previous correspondence, that if in fact the closings are proposed, we would like to discuss that.

In conclusion, we will review those closings on the same basis at which we've provided those preliminary comments.

I'd like to thank you very much.

MR. LEVY: Thank you very much. Alisa Storrow.

MS. STORROW: I'm Alisa Storrow. I'm a borough burgess for North Stonington. I'm here because the warden, Dorothy Papp, at the last minute wasn't able to come. Her message and mine to you is that we feel that there is a severe lack of good communication between Amtrak and the municipalities, and we urge you to write us frequently and tell us what you're up to. We have questions that we really can't answer. We say, "Read the paper," but that isn't quite what they expect from an official. I'd like to address a couple of questions to you right now and maybe you can write us a letter soon.

1 Are you going to lower the trestles that go over the water so that installation can be put in for electrification? We don't quite understand what you're going to do. Are you going to do anything?

2 Are you going to stop at New London? Can people get on the train at New London to go to Boston or to New York? We really don't know.

How much are the tickets going to cost from New London to Boston?

These are very tiny little questions and they're very important. And because we don't hear from you, we get frightened.

Thank you.

MR. LEVY: Thank you very much. Sandra,

could you find out who she is, and we can get her information. Wallace Fenn.

CT-H-8

MR. FENN: I'm Wallace Fenn. I live in Noank. I'm here to talk about something that was totally neglected in your draft environmental report. The study says that the number of trains per day will be increased from 10 each way to 26 each way. It does not discuss at all the effect this will have on boat and ship traffic through the bridges. There are five movable railroad bridges in southeastern Connecticut which must be opened in order for most boats to pass through. The more trains there are, the less time the bridge can be open. As train traffic increases, boat and ship traffic will be curtailed. This will have an adverse effect on many people in this region.

The submarine base is north of the New London bridge and, in general, submarines require the bridge to be open in order to pass through. A great many people worked very hard to keep the base from being closed because its closure would damage the whole economy of this region. If Navy ships and submarines have more difficulty getting through the bridge, the continued existence of the base could become jeopardized again.

The Coast Guard Academy would also be affected by the bridge.

There is a significant amount of commercial ship traffic going through the bridges, including passenger carrying ships and schooners, charter fishing vessels, and

others.

There are many marinas and boat yards located upstream on the rivers. Their business and survival depend on boats being able to get to them. If it becomes more difficult for boats to get through the bridges, boat owners will go elsewhere and these businesses will suffer.

Finally, there are the boaters themselves. I have almost never found a bridge open when I want to take my boat through, and I usually have to wait 10 or 15 minutes and sometimes more for the bridge to open. An article in Soundings newspaper said that the Metro North railroad has petitioned the Coast Guard for permission not to open the Mianus River Bridge in Greenwich at all during its rush hours, a total of six and three-quarters hours each week day. If train traffic becomes as popular here as in that area, our bridges will be in the same situation.

At any rate, any reduction in time bridges can be open will be an additional inconvenience to the boaters. The effect of increased train traffic on boat traffic was totally ignored in the report, and it should be addressed in the next version. I really don't see how it could have been overlooked, and I'm going to reserve a few minutes for the New London meeting also.

Thank you.

MR. LEVY: Thank you very much. Stephen O'Leary.

MR. O'LEARY: My name is Stephen O'Leary and I live in Old Lyme, but I've been against this project from the very beginning. I wanted to tell you I went to Senator Lieberman. He had an RV in those days, three years ago, when he visited all the towns in the state and petitioned his constituents to talk about any problems they had, and I talked about this problem from the very beginning.

I talked about this problem bringing up many of the points some of the people have made here this afternoon, and his representative in that RV said, "The Senator will be in touch with you." Three years and I haven't heard a word from him.

Several weeks ago we had Representative Gedjensen who represents most of the southeastern Connecticut in the House of Representatives. He came to our neighborhood and he talked to us about the electrification project, and he said to us, "It's a done deal. You can't fight this."

You know, I feel like sometimes that I'm living in Nazi Germany, a Jewish family watching the storm troopers come in and confiscate everything I have and have no recourse to anybody. Mr. Carroll, who's standing in the back of the room, has said several times and is quoted in the newspaper, "It's a done deal." I want to know if a hearing like this is going to do anybody any good. It is a crying shame that we're being railroaded with this electrification project.

Thank you.

MR. LEVY: Thank you. Bill Murray. I'd like to answer that. It is not. This process is the process that we must have. This is a draft statement that we have before us with a bunch of environmental entities. The testimony that we've taken is there are six public hearings, two in each state, one this afternoon and one in the evening. Besides that, it's open for public comment. In Massachusetts there is an invoking of a state environmental process that concurrent with the federal process, and on top of that, as you heard in this state, there are various agencies, state agencies, that have their own processes and concerns as well as permits. What'll happen is all the testimony, this is a testimony-type meeting -- we've had informational meeting where we've discussed items -- so that they can be presented in the study. This testimony needs to be addressed, specifically, item for item. Whatever the conclusion of how it is addressed will be published in the FEIS and opened again for scrutiny and for litigation. It is taken very, very seriously by the FRA and the parties

concerned. Obviously, there are contentions on both sides for every issue, and what has to happen is the FRA will weigh all the testimony, do additional studies. If there are additional studies involved in these areas, you will be notified of them and will be involved in them. And at the conclusion of that, a final EIS report will be issued which will outline the final conclusions. That's not the end of that. There needs to be a record of decision. The FRA needs to analyze the FEIS and determine what mitigating measures are in order, what conditions will be imposed upon Amtrak. Or it could say it's a "no build" scenario or they could say it's a go.

So to emphasize, this is the process. We appreciate you participating in the process. It is important at this time to make your positions very clear, your concerns clear, and your inquiries clear because this is your process. This is a regulatory process that you've asked for through your congressmen. It is voted by law and this is the process. It is not a done deal.

Sir?

CT-H-10

MR. MURRAY: My name is William Murray. I live on 63 Thimble Isle Road. And when I heard of this process, I was very nervous about how it was going to affect where I live and my family lives right there on the tracks. And the more I started hearing about it, the more it seemed like it was a very good stage. And what I wanted to do was to, I wanted to have with me today, but it wasn't able to be here, was a reading, an EFM reading, of my existing house. And I'd like to be able, it will be in a letter that I'll submit. 1 Because I think that EMF, even though it was mentioned earlier as not something seriously, should be considered. I think it is. When the same trains are operated in Sweden, the Swedish government understands and has their employees that operate those trains have to take one month and have to take a leave. They have to rotate a schedule because the Swedish government understands and their workmen's comp covers tumors, cancers, job-related things like that. And because of that, they've made their employees switch time-on, time-off.

So the readings now on the train tracks from New Haven to New York is less than one-half as to what's going to be traveling with these high-speed trains. So right now we're saying the existing line has run for so many years and there hasn't been a problem. But now we're bringing in these new trains that are going to need over twice as much voltage,

amperage, electricity. So the EMF range is going to be greater. My house stands just over a hundred feet from the railroad tracks, and I know during the informational study it was brought up that there was only a few houses within a range of the tracks. But I can count houses just in my community that are within 20 feet of the tracks, 25 feet of the tracks. So it's apparent. And I would like to know how this study of EMF was done, if it took into consideration of what Sweden does for their guidelines and how they're testing was done and what they use as a mold to say that this is the range of EMF and that anyone outside this range is safe and anyone inside the range is okay. There was a lot of technical information in the study and it -- I would like someone to be able to sit down with and communicate to to find out exactly that where my house sits, because whether I live there or someone else lives there, it's going to be the same impact.

And I just have one comment to make on the visual impact. The visual impact, the photos that were in there for the before and after the catenaries, I hope it looks like that. But for some reason I have a more solid picture of lines over the rails. And once all these lines go in, I would like to know that with Amtrak they leased out a right-of-way to AT&T to do their fiber optic cable, which was great for AT&T. They buried the cable. I would like to know

what would happen with CL&P or UI or a utility company out in New London if they needed a direct line to New Haven, would they, could they, they would and they could just tack another catenary up and run some more cables across which would, in turn, increase the EMFs because these would be high voltage cables. So there was nothing in that, and I brought that to someone's attention before and it was just sort of flushed off as its own study, which I'm sure it would be, but it wasn't brought up in the study at all.

And also the fact that they say that noise is going to be less with the new trains? If they run as many trains as they're running now -- and I'm not one to stand in the way of the country progressing into that state for the year 2000, I think it's great -- but I think that we shouldn't leave everyone that sits alongside the track behind. And I think that it would be a lot more noisy than what they're really stating. The train itself running all by itself would be probably less, but there is a lot more to take into consideration. The existing trains are not going to disappear. Amtrak really doesn't run all that much from New Haven to Boston right now. They only run a few trains during the day. But we do have freight trains that go by and a lot of commuter rail and the rail services go through the state as well as the country. So we can't let the state not have its right to the rail.

So thank you.

MR. LEVY: Would you see -- Cassandra, would you get his name and see if you can get specific information. Heidi Eddins.

CT-H-11

MS. EDDINS: Good afternoon. My name is Heidi Eddins and I'm general counsel for the Providence and Worcester Railroad Company. Thank you again for the opportunity to speak.

I spoke to you yesterday about P & W's concerns relating to the impact of the electrification project on freight transportation. You heard a tremendous amount of data concerning this issue yesterday, and I will try not to repeat that information today.

I will say, however, that the capacity problems you heard about yesterday concerning Rhode Island freight traffic are even worse in Connecticut. P & W currently operates around the clock in Connecticut. It services 17 industries which employ 15,756 employees.

Amtrak has submitted to P & W a computer model which purports to show how freight trains will operate with the increased speed and frequency of Amtrak's passenger trains and CONNDOT's commuter trains. That model indisputably proves that there is no capacity for freight trains to operate unless additional track capacity is built. I am submitting a detailed analysis of that model. The model shows that P & W train crews would outlaw everyday, resulting in a major cost increase to P & W and the industries that rely on P & W's freight service. It does not allow any switching time for Hendel Oil & Gas Company, an industry that

recently invested tens of thousands of dollars to rebuild its freight siding to receive the majority of its product by rail.

This is so even without taking into account real world variables which adversely affect freight service operating windows such as passenger or freight train delays or schedule changes. Nor does the model take into account the impact of the operation of movable water bridges on the few remaining opportunities for freight train operations.

Nighttime service, especially to industries located along the shoreline in Connecticut, will not be acceptable. It won't be acceptable to the shippers who would be required to pay considerably higher freight rates and incur major delays in receipt or movement of product; and it won't be acceptable to the residents adjoining these industries who would experience adverse environmental effects such as noise from nighttime switching operations.

As I mentioned yesterday, the DEIS does not adequately address construction impacts on freight service. These impacts are twofold. First, P & W is required to move high value over dimensioned cargo for industries such as Electric Boat and Northeast Utilities in special trains during nighttime hours. P & W already experiences serious disruptions to these special moves due to Amtrak dispatchers repeatedly giving priority to non-revenue Amtrak equipment

over freight movements and to track outages for maintenance activities of which P & W is not given advance notice.

Second, P & W is already experiencing sigificant disruption to daytime freight operations because of inadequate planning of the construction project. Amtrak has made no provision for storage of construction equipment and rail cars holding and delivering project materials. Rather, Amtrak stores this equipment on sidings used for freight service. In Connecticut, three industries have experienced disruptions to their service due to this practice: R. R. Donnelly lost a day of production; Stanley Bostitch was without freight service for three days; and Hendel's Oil and Gas Company was unable to receive a much needed switch at a crucial point in their operation. These impacts were all due to Amtrak arbitrarily and without notice or permission occupying the sidings with construction equipment blocking freight operations.

I strongly urge you to examine more thoroughly construction impacts.

The DEIS states that Amtrak is protecting existing advertised overhead clearances. Yet Amtrak has indicated clearances will be reduced to 16' 2" to 16' 8". We discussed yesterday the issue of clearances between Boston Switch and Quonset Point/Davisville. The route between New Haven, Connecticut, and Davisville, Rhode Island, is the

route for over dimensioned lading to Electric Boat, Northeast Utilities, and other industries. The clearance for this cargo absolutely must be Plate F-17 height ATR. This is the clearance envelope that existed until last year when Amtrak unilaterially, and without notice, reduced the clearance at Millstone Point Road. Plate F-17 vertical clearance of height and 12' 8" horizontal clearance must be restored and maintained.

Irrevocable decisions are being made now concerning the design and implementation of the high speed passenger project. If the measures necessary to preserve quality freight service are not incorporated, the opportunity to address them will be lost. When all the project's components, including recapitalization projects, are considered, the cost of the project exceeds $25 billion. The economic effects of the project, according to FRA's reports, are the creation of between 280-330 jobs on Amtrak. I presume, but don't know, that these jobs would originate at the terminals in Boston and New York. And a net annual revenue increase of $38 million to Amtrak if the projected ridership is achieved.

While P & W supports the high speed project, it also believes it is entirely inappropriate to consider a public investment of the magnitude contemplated here without a thorough examination of the serious negative economic

impacts -- direct, indirect, and cumulative -- on industries relying on rail freight service. Raising transportation costs and creating serious inefficiencies in service has an enormous ripple effect on the region's economy. Nor is it appropriate for the DEIS to simply rely on the Master Plan FRA intends to submit to Congress to address the issue. The DEIS process itself must thoroughly examine the impacts on freight service and identify appropriate mitigating measures.

I'm going to be submitting detailed comments and will reserve the right to supplement them as we continue to evaluate the process, if that's acceptable.

MR. LEVY: Surely. Thank you very much.

Albert Paolini.

CT-H-12

MR. PAOLINI: Good afternoon. Al Paolini. I represent Tilconn Connecticut, which is a construction firm and a power firm, the largest producers in New England in the stone industry. And we shipped last year over two million tons by rail. This is a very important thing not only for our company, but for the 1,200 employees that I represent here today.

We understand with the avenues that are being done, we feel that there are insufficient citings or windows which we call for our freight service to operate sufficiently during the day and nighttime periods. This is a very important thing to us and our company. I have a full report I can get to you on that.

And I think, without taking too much of your time, but it is important for us. We cover all of New England with over 5,000 employees. And certainly this is an important thing for us.

Thank you.

MR. LEVY: Thank you very much.

Considering we've been sitting here for almost an hour and a half, we'll take a five-minute recess. We'll be in recess for five minutes.

(Whereupon a five-minute recess was taken.)

MR. LEVY: I apologize for the last name. It is Wiggs? Charles Wiggs?

MR. BARDONG: I hope that's me that you called out.

MR. LEVY: Riggs?

MR. BARDONG: Not even close.

MR. LEVY: What is your last name?

MR. BARDONG: Charles Bardong, B-A-R-D-O-N-G.

MR. LEVY: Thank you.

MR. BARDONG: Okay. Thank you. My name is Charlie Bardong. I live at 101 Ingham Hill Road in Old Saybrook.

I agree with a lot of comments that were made today about further study about the electrical impact affects on property that's close to the railroad tracks. A man before from Old Lyme said that Sam Gejdensen has said it's a done deal, and I can tell you that three months ago there was surveyors on the bridge that's just adjacent to my property, and they said they were surveying because they had to raise the bridge two feet for the incoming electrification of the railroad. Whether they had good information or not, I don't know, but certainly they were preparing to raise the bridge that was built less than a year ago to allow for electric trains to pass under it.

I can also tell you that I had the dubious distinction of living on Long Island in 1965 when they electrified the trains on Long Island, and everyone told us the same story, that the towers they were building would have no visual impact on the area. That was ridiculous. The towers that they built were ugly, huge, and definitely impacted adversely on the neighborhood and to the adjacent property to that neighborhood in particular.

Today I heard -- I am also a boater on the Connecticut River and Long Island Sound. I find it

incredible to think that the bridge would open less than traverses the Connecticut River. As it is now, there is waiting periods of 10 and 20 minutes on any given day to go up or down the river because of the bridge being down. With more train traffic, that certainly would give less access to boaters and more to train traffic.

I also understand from the little I read in the newspaper that the electrical lines can run under the Connecticut River. I'm wondering if they couldn't run underground somehow instead of being above ground. It seems awfully tragic that we in Connecticut have to suffer for the big cities of New York and Boston as the trains whiz past us and offend our eyes and our ears.

The only thing I'd like to say that it seems on every major road in Connecticut federal grants have allowed for the building of sound barriers, yet I don't see any of them along the Amtrak right-of-way. I would think that should be considered, that a sound barrier situation, particularly in populated areas like Old Lyme, Old Saybrook, and Stonington, might be a viable alternative to just allowing them to run up and down.

I thank you for your time.

MR. LEVY: Thank you very much. Joseph Meaney.

CT-H-14

MR. MEANEY: Good afternoon. My name is Joseph Meaney and I'm an attorney in Hartford. I'm also an abutter in Old Lyme.

I listened to some people today talk about whether or not the game was over, whether there's anything that can be done here. Everyone in this room, keep in mind, these people work for you. Sam Gejdensen works for you and Joe Lieberman works for you. So the game isn't over.

The comments that I have to make -- many of which have been made before, I'll try not to be redundant -- people have been talking about boat traffic. We have a unique rail line here. I have not seen a rail line that hugs the coast more than the rail line that we have from the New Haven to Rhode Island border. If you consider the possibility that the commuter line that runs from Saybrook to New Haven is probably going to be expanded to New London, that's going to add another perhaps 12 trains a day, six each way, let's assume. Now we're up to 64 trains. At 52 trains, just using some simple math, if you have a 16-hour passenger window, let's say, 5:00 a.m. to 10:00 p.m., 52 trains, it's a little over one train every 18 minutes. Add 12 more trains to that. Take the cycle that it takes for those bridges to move. Those bridges aren't exactly the most modern, efficient bridges. Is the cycle five minutes? The cycle's five minutes on the Connecticut River, the Niantic River, and

all the way down the line, and you have 64 trains, passenger trains only. We're not even talking about freight. Sixty-four trains using it during that corridor. Forget about those bridges being open. So get boats that are very low to the water and don't expect that there's going to be much commercial traffic going into the Connecticut River, into the Thames River, or into the Niantic River.

The other thing that is -- I just read the report this morning. I have some sisters who live in Boston, and they went to the meeting that these gentlemen conducted in Boston two days ago. And it was a great uproar about how much notice we received. What's fundamental in this country is giving people notice when they're going to be affected. And there hasn't been the kind of notice that should have been given. Talk about the Federal Register, I get the Federal Register. I'm an attorney. You can barely read it with a magnifying glass. That's not good notice.

Talk about the employment. I know that's been brought up. Three hundred new jobs, many of them in Connecticut. Let's not kid ourselves.

The issue concerning the inland route, was that ever discussed? I have more cause to go to Boston and New York, and I would like, from Hartford, I would like to have the availability of high speed rail service through Hartford. But Hartford was left out of this, obviously. I think

Hartford can be very well served by high speed rail service. It's ignored. It's not even discussed.

There was a comment made about freight, problems on the freight line. I don't know if we've heard from too many users of the freight lines, but they're obviously going to be impacted. Somebody's here from the railroad telling you, you know, you're making it physically impossible to move freight down the tracks. Obviously, end users are going to be harmed.

Electromagnetic radiation. You know, I can barely pronounce it. I don't know what the hell it means, but that's what people said about asbestos in the '30s and the '40s. Was a study done? Where is it? Who did it? And was any empirical information obtained from the countries that presently have these trains in service? That's information that you should share with us. We shouldn't have to ask you for it. You should share it with us, you know.

In closing, I was reading through these documents you get from the government. Even though I'm an attorney, I'm used to reading them, they're intimidating. There's all this information in there. It's kind of intimidating. Your government seems so powerful, and there's only little you can do. The bottom line of the report is Connecticut, you're going to get burdened and you're not going to get the benefits. This train goes from New Haven to

Providence, and it's the only thing it's going to move in between is the air.

That's all I have to say.

MR. LEVY: Thank you very much. Janet Lage.

CT-H-15

MS. LAGE: My name is Janet Lage. I live in Old Lyme. I have approximately 680 feet of frontage. My land's abutting up Amtrak's land and all of which is in full sight of my home. And first of all I want to say you folks did a real good job in making sure that all the homeowners that live between New Haven and Boston knew almost nothing about what was going to happen to their property. I mean, if you were lucky to get a local paper, you may have noticed something and that's how I noticed. But I never received anything in the mail. You obviously spent a lot of money up to now, and you couldn't spend an extra few thousand dollars to contact each and every individual property owner next to your line to let them know that this may be happening? And I'm confident that most of the homeowners do not know that this is going to happen or maybe they just think, "Oh, it's going to be electric." They don't know that constantly they're going to have trains back and forth up to 50, 60, whatever.

1

And I'll tell you, 13 years ago when I bought my property, I noticed the track and said, "How many times does the train go by?" The real estate broker said they hardly go by. But at the time, they did. And now it's -- what do we have, 20? Now I've lived there for 13 years. I know what these trains sound like. And after this fella just spoke and said 18 minutes or more in between, that's ridiculous. I

don't care if you have a 20-foot sound barrier, you're still going to notice something happening here.

And, like I said earlier, I suspect that there's more property, residential property owners, on this line than commercial where they probably won't speak up as much. I don't know.

And Mr. Musante, I don't know if I pronounced your name right, all these other people that spoke that were homeowners, the EMFs, of course, we're all freaked about that. We don't know enough about it and no one's going to give us information. You're right. We're going to be on 60 Minutes ten years from now.

2 And the noise that this is a really good one. I've spoke to several people about the noise. "Oh, the train is quieter." Yes, the engine of the train is quieter with electric; however, your cars are not going to be quieter and you're going to have more cars connected to them. So not only do you have more trains, you have more cars attached to them. And the thought of freight trains running at night is just too much to bear, actually, because it'll certainly wake you up, particularly in the summers. They'll go by, you'll get no sleep. Absolutely none.

I don't know about the sound barrier, if that would help either. And even though I just noticed today that I'm right, bingo, on the mark of 108 or whatever it is, which

I was never told by letter that I'm one of the people that have a problem with vibration and noise. And why wasn't that sent to me in 1991, that this was how I was to find out where my property is on the way you mark your line. Again nothing was done about that.

The way these electric lines are, like, I mean, it's just too much to bear. I think you're talking about people who put every penny they make in their lives in their homes that now they have no idea, they just got to cross their fingers that their investments of their lives is going to be okay. And you're saying in this silly report that said about it won't harm property values, that was the first question I asked about my property, was the railroad track, and the answer was very few trains. And now there's going to be so many. That will affect property values. It'll affect me being able to sell my home, although they'll bury me there.

So it's basically just, obviously, it's designed to be intimidating to the homeowners. And, again, I can't stress enough that how out of line I believe you folks have been by not personally by letter contacting everyone that borders your line in hope that this will just -- it'll be too late by the time we think about it. It's just outrageous. I can't believe -- I can believe you did it. I should say that. And you do know if it does go through, you're going to

have to do the barrier thing. I don't know why there isn't barriers right now. And what is that? A million dollars a mile? You haven't put that into your estimate of what these lines, what this project will cost and the construction of it right now.

I have a real problem with Amtrak. In the middle of the night in the summer is when they also try to work on the tracks. So try and get sleep when they're working on it. Then they're going to be doing all these other things to the tracks. Are they just going to stay on their own property or are they going to leave things behind on my border? And this certainly affects all the residents. And again, that hasn't been addressed to us personally.

And that's it.

MR. LEVY: Thank you very much. Keith Anderson.

CT-H-16

KEITH ANDERSON: Good afternoon. My name is Keith Anderson. I'm the plant manager of the Fortune Plastics, one of the manufacture industries located here in beautiful Old Saybrook. We're not opposed to your project, but we do want our needs to be recognized.

We're producers of plastic bags. We use resin pellets to do so, and we use approximately 20 million pounds a year. We employ 150 people. We want that to continue. We want to grow. We bring resin in to Old Saybrook via Providence & Worcester Railroad. It is our vital link. Without it, we wouldn't be here. Our concern is that our business needs be understood and adequate provisions be made to preserve our current and future freight needs.

Page 522 of the DEIS, paragraph on the effects of other northeast connection operations state, "The combination of added costs and convenient limitations of the types of freight rail cars that can be used could have a serious impact on existing and future freight rail movements." Gentlemen, that's us. What do you mean and how are we going to be impacted? It's vital we know. If anything detrimental happens, the 150 jobs at Old Saybrook could be in jeopardy. We just can't afford that to happen. We've worked too hard. We need to be heard and our business needs need to be recognized now. Promises need to be made to insure that existing and future rail freight services be

protected both during the course of construction of the electrification process and afterwards.

Gentlemen, don't make decisions which affect our business without consulting either Providence & Worcester Railroad or ourselves. We have a hard enough time making plastic bags in Connecticut. Please don't make it worse.

MR. LEVY: Thank you. Hugh Maclean.

MR. MACLEAN: My name is Hugh Maclean and I'm really here to speak on behalf of the Atlantic Wire Company in Branford, Connecticut, but first I'd like to make a personal note.

As it happens, I'm a resident of Branford, and we're located about 200 yards from the rail line. And I would have to say to you that I've heard some very passionate comments about the desirability of this project and the impacts that it will have aesthetically and in terms of noise and so forth. And frankly, I see advantages and disadvantages. I see quieter trains as an advantage, and I see more trains as a disadvantage.

1 But frankly, I'm here with what I think is a greater issue at stake, and that is the continued employment of the 93 people who work in Branford, Connecticut, at the Atlantic Wire Company. We're in a difficult market in the sense that we're manufacturing a very basic manufactured good which has, by and large, lost its market in New England. In the last five years we've rapidly increased our sales outside of the local territory of necessity as the marketplace in New England disappeared. And what that means is, in fact, as we've increased our standard market sales from 18 percent of the total to 53 percent of the total in a five year period. Again, of necessity, that means that we are increasingly reliant upon good freight transporation systems to get our

low merging product to market.

The fact of the matter is that several years ago the Providence & Worcester Railroad about a year or so ago, actually in our case, the Providence & Worcester Railroad made it possible for us to begin receiving approximately a third of our incoming raw material via rail at a cost improvement which was one of the key elements in a turn around of that business which would be unable in a seven-year-old company to continue on and employ people in this region. The fact of the matter is as we now see 50 percent and more of our sales in distant markets, we are increasingly shipping via rail. As it happens presently, we're shipping approximately a third of our goods via intermodal transporation, which involves a combination of truck and rail, predominantly rail.

We see no future for a company of our kind in this region of the country unless we can effectively market our goods at arms-length. And the ability to get those goods to market at a competitive price is tied very clearly to accessibility to modern, efficient, cost-effective freight service. And right now, in our view, that's rail. And we want to be able to direct ship from Branford, Connecticut, in the future utilizing modern rail service. And some of the effects of this project will effectively make it cost prohibitive to upgrade this traffic out here for modern rail

shipments. More to the point and much more immediately, the kind of obstructions to current freight service that are entailed are going to drive the cost up and could very well take P & W out of the picture, which, there again, drives our cost up.

We move a lot of products. We move in excess of one million pounds of product a week. That's a million pounds that's got to get to the plant and a million pounds that's got to get to our customers. It's a critical issue, if you're going to succeed in business in the northeast, to be able to get your product where it's got to be.

And I don't have a strong objection to improving the rail service. In fact, neither our company nor I personally have an objection to improving the rail service and in this project in particular. What I have an objection to is spending $300 million that overlooks the needs of Connecticut businesses.

And that sums my comments. Thank you very much.

MR. LEVY: Thank you very much. Jim Rice.

MR. RICE: My name is Jim Rice and I'm first selectman for the town of Old Lyme. Our written comments from the Board of Selectmen will come to you at a later date, so I'll just make some brief remarks tonight.

I was surprised to hear your observations that you don't think this is a done deal. I want you to know that I don't believe that. I don't think Mr. O'Leary believes it. I don't think Mr. Musante believes it. And I doubt if very many people in the room believe it. It's not that we're saying anything nasty about you. We believe the silence of Senator Dodd and Senator Lieberman and the comments of Congressman Gejdensen speak much louder than your words. We think probably they know what they're talking about or not talking about.

Now, I'm not opposed to improvements to mass transportation nor am I opposed to increased speeds for trains, but I think if it's worth doing, then it absolutely has to be done right. It has to be done in a way that will not leave Jim Musante or Janet Lage in fear that their houses would be devalued, their real estate would be devalued, that Jim's quality of life will be reduced. That just isn't fair.

A previous speaker used the word "reprehensible." He talked about a comment that somebody else made. I was surprised at that too because we should, in fact, be encouraging every single fear that is felt out there

to be expressed and expressed clearly. It is our job to respond to those, and if we proceed with this project, to do so in a way that will not devalue the property. And it will protect the quality of life of everyone in Connecticut.

Thank you.

MR. LEVY: Thank you very much. At this time I'd just like to open it up to the general public. If you'd like to speak, just identify yourself and feel free. Is there anyone else that would like to address us? Sir?

MR. BECK: May I remind you I'm speaking tonight, so I'll try and be brief. Just a couple of comments.

Just having read the EIS statement, first of all, I wanted to compliment Glen Goulet and you people who did the EIS statement because I really have read it maybe five times, and I thought it was good. I'm not sure I'll have comments, critical comments, but I just thought from my viewpoint, having read it a number of times, it was quite thorough and it did hit a lot of negatives. And it doesn't try to avoid them. But I wanted to make this remark and put that in the record.

Secondly, on the negatives, it's quite -- statistically, in reading all the documents, I get 68 trains a day, 150 miles an hour, 12,000 catenary poles, and then four wires with 25,000 volts each, and then some feeder lines of 115,000 volts into places like substations. And I'm not sure what parallel stations and switching stations do, but they'll be 25 of those, presumably with transformers and other electrical equipment. And one of my major concerns, I think somebody named Jim Repass, is he still here? Sorry, because I really wanted to mention that he had said that he thought EMF, electromagnetic fields, was kind of a hoax on the public. I just wanted to, not to argue the point, but state that I attended a meeting in Pittsburg on the subject

Friday and Saturday and these were mostly scientists on the side of there is health hazards. I wanted just to mention, without trying to make a point, the following universities or colleges are studying electromagnetic fields. These aren't all of them. University of Rhode Island, Columbia University, Johns Hopkins, Oakland University, University of Southern California, Veterans Administration of Colorado, University of California-Berkeley, Carnegie Medical in Pittsburg. Those are some of them. Obviously, if there's no problem from a health point of view, then they're wasting a lot of time and money.

I would also say the utilities, electric utilities, I'm sure most of you are aware of this, have organized into an organization called Electric Power Research Institute. They are spending millions of dollars of research to prove that it's not a health hazard.

Lastly, I just wanted to mention that the latest Swedish study was published in the American Journal of Epidemiology, which means it gets poor review. That means a lot of scientists read it before it goes into print. Basically, what that study says to me is that low doses of electromagnetic fields at around two to four megahertz level, milligals level, not megahertz, milligals, creates a risk running from two to four times for leukemia in children. And it's my understanding, although it's possible that this study

has resulted in standards being set from Sweden to protect the public, I think it's ironic that the country that apparently is selling us the electric trains is the first one to put standards in place to protect their public against electromagnetic fields and emanantions from those fields.

So I don't think, I guess in conclusion, I just want to say I don't think we can laugh off electromagnetic fields yet. It may turn out, you know, that the hazards are overstated. It may turn out that it is not causing cancer as many scientists think it is. We do know that it does create hormonal changes. That has been proven. It does change cell structure. We don't know with absolute certainty whether it creates the illnesses it has created. I just wanted to shed some light, because we have an illness in our family. I thought it was a good idea.

I will be passing in tonight in New London a document which will basically present the side that says electromagnetic fields are a major health hazard. I haven't studied the other side, and I just don't have time. I'm a retired businessman, so I really haven't been able to put the time in and I'd like to. But I will present a document which has all the scientific studies supporting that point of view about health hazards.

And apart from that, I just, in closing, would say that I think there is a solution to the problem. I think

we can argue and debate. Everyone's not going to be totally happy, but I wish there were more conversations or further conversation given to making the coastline kind of a commuter and tourist freight route. And there's presently enough room for that. And finding a straight rail somewhere, whether it's to Hartford or somewhere, I'm not an engineer, but the country coast, in my opinion, and there are reasons, but this is not the place for high speed rail. Not in this country. Not in any country.

So I'm in favor of high speed rail, but consider that you've got some great tourist attractions on the east coast. You've got Mystic. You can bring many people to Mystic. You've got the largest casino in terms of profits and passengers right in Westerly. You've got seals that thousands of people flock to see out in Fisher's Island. I wish Amtrak would think about whether they can't have their cake and eat it too by putting the high speed trains on a straighter track. Perhaps New Haven and Westerly. I don't know where to put it. Cost aside, and use the coastal route, which is a beautiful area of Connecticut, a great national resource. And again, as you know, we have a major species there that I'm concerned about as a freight and tourist and commuter rail passenger rail center, if you will.

So those are my thoughts. Thank you.

MR. LEVY: Anybody else?

MR. SHOEMAKER: I'm Howard Shoemaker from Guilford. I haven't measured it, but I guess about 200 feet from the railroad recently a transformer box, I guess, was built right next to us with no notification or anything about what was going on. And this summer we've noticed a definite hum whenever we sit on our deck, listening to this when we never had it before. People talk about sound barriers. If there is going to be more noise and they correct the noise, does anyone really like the looks of those along the highways? Now they're going to be worse to look at than the power poles.

And I haven't heard fencing mentioned, although I've read about it. And I'm very concerned, we have a lot of wildlife in that area, about their ability to migrate freely wherever they want to go if fences are built along both sides of the railroad.

Thank you.

MR. LEVY: Thank you. Anybody else?

MR. MAZZALUPO: My name is David Mazzalupo, and I'm president of Oak Ridge Forest Corporation Associates, homeowners' association that maintains the Chapman's Crossing. And I just have a couple quick comments.

I first want to start out by saying that this study was done, and we went to all your hearings and we were promised to hear from you folks, from DMJM Harris and Volpe people who sat there and nodded and said this was correct. And all during the study I have not had one phone call. I'm still the same person that was in charge of it, and I haven't heard still from you. I now have a draft report sitting at my house which you were nice enough to send me, but we still haven't heard anything. Everything, every comment that has been made, whether it be my Mr. Carroll who was from Amtrak or whatever, Amtrak does not come and meet with us. We hear by rumor that they're going to be meeting with us. I've actually publicly said in the newspaper that we were going to hear from you. I just want to know, I have to make it public, that the comments that were made to us were never kept. I think this is an example of this whole thing. It's starting to become an example of this whole report, the comments about whether it's being a done deal or not. Actions speak louder than words.

There's some very ugly looking metal 12 by 12 by 12 transformer connection stations that run all the way

through Old Lyme and, as a matter-of-fact, all the way along the line, all the way through Stonington now that are already up and erected. There has been final surveying done. There is comments on what cars are going to be bought. There's already a station that's going to be electric. I mean, already is a very strong indication. I'm going to tell you that right now I have traveled from the last two years almost every high speed train in Free Europe, if I can use that term, and I will tell you that my own personal opinion is the British one, which is diesel, and someone made a comment that they're all electrified, the British upper city happens to be diesel, it happens to be the quietest, has a radial diesel engine. It's very small and it has very few emissions. But what happened is that the theme you guys use to electrify is that you're going to cut so many tons of soot and pollution and all this other stuff. How do you think electricity is generated?

You know, in Connecticut we only have some nuclear power plants. We still use coal. And I guess there is thought about going to natural gas and another plant. But generation is generation. Let's not kid each other. We're doing all this. We got one layer of comments covering another. And I think if you just use common sense, I mean, just look around you. If you asked right now, or I would like to ask you to do this at the end of this meeting tonight

or today, just ask how many people here are in favor? Just a hand raise. And then how many people are against. And that would be one thing.

Last but not least is Chapman's Crossing is only being talked about as the fact that it's access to a beach for us. And it is our property values that are, we have in question, which is true. But there's another point. Chapman's Crossing also is the emergency connection of Point of Woods, which is 600 families. Old Lyme, I think, only has 6,000 to 7,000 people in it. There are 600 people living in Point of Woods. The emergency access will, if you stand at the end of Point of Woods and you look across to your east, you see a nuclear power plant. We're a secondary emergency route. If everybody has to get through a little hole that is 22 feet wide, and I think in the last discussion I think it's 10' 8" tall, that's how they're going to get 600 cars and people out of Point of Woods to escape in case of emergency nuclear disaster. That's one.

And two. Okay. The comment in the last comment I had, I'm sorry, is that in real actuality, in economic impact, I know you're doing environmental impact and everyone covered how people have already asked the question about where's the real compliance with Coastal Management, how about the damage that was done for the last 125 years with the railroad with it modifying our coastline and the damages?

As a matter-of-fact, where Chapman's Crossing is happens to be was all built on pillars, masts for everyone's knowledge. And this is fact. The railroad was originally built on piles in the coast of Connecticut. It was not built on dikes. If you dig out big giant boulders underneath the dikes, you will find there is still pillars. Chapman's Crossing is actual evidence where telegraph wires are buried. The poles only stick out eight feet above the rail height altitude. So if you really want to get back, why don't we get back to what we've done and how much damage. If it's an environmental impact statement, let's make a statement on the impact that was done in the past.

Okay. Lastly is really what is the benefit to the people of southeastern Connecticut, which is a land of small businesses, has many, many small businesses that don't have the time or the money to get up and talk in front of you or take the time off. These are people that are always the quiet ones that end up taking the brunt of it no matter what changes the government seems to make. Lastly, the people here are really not going to benefit. How many more stores are they going to get? What rail station improvements are there going to be? None. This train's going to blow right through here. We are a beautiful beach that was featured on your time schedule on two occasions in the last decade, and yet we're going to have catenaries sticking all through it.

I think we're going to have up to, I think, a dozen of them. We have, where we're going to lose a crossing now, I mean, everyone's pointing fingers in each direction saying we don't know who's going to pay for it. I'll tell you something. We've paid our taxes as far as I'm concerned, and as a citizen, if we need a tunnel, that's what we want. And we're going to get it. And it's to the point we're through. We've waited. We've been patient. Everything else, you know. We all have title insurance and there's a lot of insurance companies, and we're not just a bunch of homeowners that you're going to outspend us. We're all going to have to enact what's happened to our titles and our deeds because of the changes of our property values. And I think we have to fight for it. And I think we're going to.

Last but not least, we at Oakridge Forest have a petition that if anybody would like to sign, call me. That is to stop any spending approvals on this project until this answer's directed at homeowners and has been addressed.

Thank you.

MR. LEVY: Thank you. Anybody else?

MS. SULLIVAN: My name is Catherine Sullivan. Can you hear me?

MR. LEVY: Sure.

1 MS. SULLIVAN: I'm from Old Saybrook. And I went to your last meeting and my view, as far as this is concerned, I'm against it. And as I said before, the vibration right now from the trains that go by my house is terrible, and I certainly don't look forward to any more.

Thank you.

MR. LEVY: Thank you. Anybody else?

MS. ZEILLER: I'm Helen Zeiller and I live in Branford, Connecticut, and we own three properties in Guilford adjacent to the train tracks. And right now we have a five-year-old beautiful cape about a 150 square feet we're trying to sell it. And the last woman who came last week, she was willing to put an offer in, but she had read about all the trains and the electromagnetic fields, and she knew it would be a big problem. And she was, she said, she had to wait now to see if they're really going to go through with

1 electrifying or not. And she wouldn't buy the house. And this is only one situation, when you're going to have, I don't know how many all along the train tracks where there are so many. So if you exaggerate all this and we lose all our property value, that's added to what everyone else has said. I just wanted you to know, though, how we feel about it.

MR. LEVY: Thank you. I appreciate it. Anybody else? If there's nobody else that would like to speak, we'll adjourn this meeting. We're going to have another hearing tonight at 7:00 o'clock in New London if you would like to attend. Thank you all for coming. It was greatly appreciated.

(Whereupon the hearing concluded at 4:15 p.m.)

CERTIFICATION

I, Patricia C. Moody, a Notary Public duly commissioned and qualified within and for the State of Connecticut, do hereby certify that the within and foregoing is a true and correct transcription of the stenographic notes taken in the matter of Public Hearing for Draft Environmental Impact Statement on the Northeast Corridor Electrification held at 2:00 p.m. on the 18th day of November, 1993, before Ira Levy, Glen Goulet, Peter Montague, and Bill Fashover, at the White House Inn, 1687 Boston Post Road, Old Saybrook, Connecticut.

Dated this 29th day of November, 1993.

Patricia C. Moody
Notary Public
My Commission Expires 3/31/95

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NORTHEAST CORRIDOR IMPROVEMENT PROJECT ELECTRIFICATION

DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

NOVEMBER 18, 1993

AT THE RICHARD MARTIN CENTER AUDITORIUM

120 BROAD STREET

NEW LONDON, CONNECTICUT

7:00 P.M.

A P P E A R A N C E S:

IRA LEVY, Moderator

PETER MONTAGUE, Federal Railroad Administration

WILLIAM FASHOUER, Federal Railroad Administration

GLENN GOULET, Volpe National Transportation Systems Center

Victoria L. Germani, C.S.R., R.P.R.
Shea & Sullivan
Court Reporting Associates
Ten Lanyard Lane
Waterford, CT 06385

MR. LEVY: Good evening. My name is Ira Levy. I will be the Moderator for this evening. This is a public hearing for the purpose of receiving comments on the Draft Environmental Impact Statement for the proposal of providing electric rail service from New Haven to Boston as a continuation of railroad service in the Northeast Corridor.

The agenda for this evening is I will present a small presentation that outlines what in general the purpose of the proposal is, give the status of where the environmental studies are, what the process is from here on end. And after that, we will open it to the public and concerned citizens to receive testimony.

The gentleman to my left is Peter Montague from the Federal Railroad Administration. The gentleman next to him is Bill Fashouer, from the Railroad Administration. And the gentleman on the end is Glenn Goulet, from the Volpe National Transportation Systems Center, an arm of the National Department of Transportation.

As you are aware, the Northeast Corridor extends from Washington, D.C., to Boston, Massachusetts. It has the highest rail patron-

age in the country, and is electrified from Washington to New Haven. In New Haven the locomotives change from electric to diesel, and it is under diesel power from New Haven to Boston.

The proposal is to electrify the remaining portion of the Northeast Corridor, and as part of the projects that have been ongoing and will be continuing to be ongoing known as the Northeast Corridor Improvement Program. This electrification project is just one of many proposed improvement projects on the Northeast Corridor.

They also include rail line-up grades such as right-of-way bridges, congestion relief. In New Rochelle, New York, they propose to have a rail fly over. In the Stamford Railroad Station they intend to have improvements. And in New Haven where there is an extensive track configuration that is poorly designed, they tried to redesign and reconfigure to get better speed through the New Haven junction.

Also, there will be equipment acquisition as part of this program.

The project that we're considering tonight is electrification from New Haven to Boston.

The participants in this program are the Federal Railroad Administration, the Volpe National Transportation Systems Center, who is an arm of the DOT, who is charged by the FRA to be responsible for the environmental studies, DMJM Harris, who is the contractor who will perform any studies, and AMTRAK, the National Railroad Passenger Corporation, which is the proponent and the intended operator of the system.

Over the last two years there has been a considerable amount of environmental studies undergoing regarding this program. These studies entail various components of the project, which includes substations and electrification feed lines, switching stations, autotransformers, bridge modifications where applicable, railroad stations and the traffic associated with them, the catenary system itself, the program and maintenance operations, fencing, and other security issues.

The categories that we reviewed for general impact include land use, socioeconomic, historic, and archaeological, transportation circulation, and access issues, natural resources, noise, and air quality. The categories that were

examined for impact of the specific project were vibration, energy, public safety, electromagnetic frequencies, better known as EMF, visual and aesthetic issues.

The regulatory processes that are involved involve all three levels of government, the federal level, the state level, and the local level. At the federal level the regulatory process is better known from the National Environmental Policy Act, known as NEPA.

At the state level it is involved with the various state agencies, including the DEP. And at the local level it has to do with the jurisdictions of local boards for permits. All three entail environmental studies, agency review and control, and applicable permits.

We are here tonight involved with the NEPA process. This process has been ongoing for some almost two years. It has involved various components, which I'll describe now.

First of all, was the scoping session. The scoping session was a public input exercise to develop what would be studied, what are the key issues, and where should the emphasis be in the environmental studies. That led to estab-

lishing base line conditions, which resulted in alternatives being analyzed and impacts being evaluated and segregated as to both adverse and beneficial. Also proposed mitigation measures were also considered as part of the functions of mitigation.

This all is gathered and documented in a published document called The Draft Environmental Impact Statement, which is the subject of tonight's hearing. Upon review of all the comments and additional studies that may be warranted, the final impact statement will be published.

The Draft Impact Statement was completed in August of this year. It was printed and published in early October. And the Environmental Protection Agency published a notice of availability in the Federal Register, which commenced the 45-day review and comment period, which is presently ongoing.

Approximately 1200 copies of the DEIS were issued to agencies, concerned parties, libraries, and other public officials and private citizens.

The final Environmental Impact Statement primarily will contain the responses to comments on the DEIS, and will undergo additional studies

that are warranted based upon those comments. They also will incorporate any relevant changes in the proposed act, either due to the comments, due to mitigation measures that would be necessary, or actions by the applicant, being AMTRAK, to accommodate these.

They will also incorporate any concerns and direction from agency review and consultation, and will all lead to a record of decision which would be published after the FEIS.

This hearing is part of a public participation program that encompasses various components of the process. As I mentioned, there were scoping meetings in November of 1991. There were information meetings a year later in November of 1992. There were select working sessions with groups who showed interest during the spring of '93. And today we are at the DEIS public hearings.

These public hearings are required by the National Environment Policy Act, and they're also strongly encouraged by FRA procedures. They provide a clear opportunity for public input on the environmental study and any of the concerns that any parties may have regarding this undertaking. They also establish the framework for the FEIS

based on those comments.

Clearly, we today are seeking information and concerns and comments regarding the adequacy of the analysis presented in the DEIS as well as comments regarding the merits of various alternatives that may be discussed in the document. As I indicated, the comment period is for 45 days, which we are already in it, and the comment period closes December 3rd, 1993. All written documentation needs to be postmarked that date.

In the rear you will find some self-addressed envelopes and some comment forms. Please take them with you. Even if you don't have a comment today, you may have a comment tomorrow. We'll gladly seek them. We want to know what they are. And please, respond if you do have one.

What we would like to do now is open it to the public and to concerned parties so that we may hear your comments and address them in the future of the FEIS.

Before we get started, I would also like to advise that the U.S. Army Corps of Engineers has filed a public notice, of which there are copies in the rear, regarding permit applications for this project under Section 10 of the Rivers and

Harbors Act, and Section 404 of the Clean Water Act.

Furthermore, let the record show that a citizen provided us with a memorandum in opposition to the elimination of the grade crossing serving Elihu Island as proposed in the April, 1993, draft report prepared for the United States Department of Transportation. It is so noted into the record.

Of course, there are a lot of people here tonight. I would like to try to limit everybody's comments to five minutes. Please look at the Chair for the signal. If you run a little bit over, we're not going to cut you off; but there is a timer here to give you some idea of how you're running.

Clearly, at the end after everybody gets their first shot, you're welcome to come back and continue testimony.

First, I'd like to call Senator Peters who is here tonight who asked to speak before us. Senator.

CT-H-24

SENATOR PETERS: First of all, I'd like to welcome you to New London, and also thank you for taking the time in your schedule to come and

listen to our concerns and give us the opportunity to share some of those concerns with you.

I'm basically here to learn and to listen. But I wanted to share with you or update with you what we're doing on the General Assembly level with respect to what my purview of committees are. I am the Chair of the Energy and Public Utilities Committee, which oversees the Siting Council.

I am also the Vice-Chair of the Environment Committee.

And we decided under my direction and the Environment Committee's direction to begin a study in July after the last General Assembly session closed on looking at more specifically at EMF and its environmental impact as well as its health impact. I just want to alert you to that study.

That study is going forward, and there will be proposed legislation for this General Assembly which convenes in February with respect to safety zones. I look forward to working with you so that we can collaborate on that.

Thank you.

MR. LEVY: Thank you very much.

Next is Tom Ouellette.

CT-H-25

MR. TOM OUELLETTE: Thank you. I'm Tom Ouellette. I'm representing the Department of Environmental Protection, Office of Long Island Sound Programs. And I'd like to report some comments that were made this afternoon at Old Saybrook.

A VOICE FROM THE FLOOR: Can't hear you.

MR. OUELLETTE: I'd like to report some comments that were made this afternoon in Old Saybrook.

I'm representing the DEP, the Office of Long Island Sound Programs. I'd like to briefly state, particularly for the benefit of other concerned parties here, the DEP's role in reviewing this project.

We are -- Our office is in the process of reviewing the Draft EIS; and we will submit written comments by the comment deadline in December.

We are -- So, the comments I'm making tonight are preliminary. And I would like to explain the basis and the status of our review.

We're here to listen to everyone else's comments and to the discussion of the issues which will be taken into consideration in the decision that our office makes. The electrifi-

cation project is being reviewed as a direct federal action by the FRA, which is subject to the following State regulatory review.

Under the Clean Water Act, Section 401, the project must obtain water quality certification. And this is issued jointly by the Office of Long Island Sound Programs and the Inland Water Resources Division of the Water Bureau, which respectively addresses coastal and inland issues.

Also under the Federal Coastal Management Act, the project must demonstrate consistency with the State's local management policies and standards and the factors for consideration in reviewing these. The consistency qualifications are, affects on water quality, coastal land uses, including water-dependent uses, and public access, coastal habitats, including wetlands impediments, waterways, and living resources, including fish, shellfish, wildlife, and endangered species.

To obtain water quality certification and coastal consistency concurrence, the FRA must show that these resources will not be degraded or that there are no feasible alternatives and that all appropriate mitigative measures have

been taken.

The observations which we have reached at this point in our review of the Draft EIS are that the document that does identify the locations of proposed activities, as you all know, but it does not contain plans in sufficient detail to verify the described impacts or the lack of impact, or to evaluate the effectiveness of proposed mitigation activities.

In particular, we're concerned that the scale of maps in Volume 2 is inadequate to verify written investigations of resource impacts such as proximity to proposed structures, to wetlands and open space.

(Discussion held off the record.)

(The individual was asked to speak slowly.)

MR. TOM OUELLETTE: Some of our concerns in reviewing the DEIS are that the scale of maps that are provided are inadequate to determine what the actual impacts are going to be from the planned facilities. There are several instances where the written descriptions contained in the report indicate that there are no resources present or that there are no resource impacts, while the maps show overlapping symbols for

facilities and resources.

As I say, this is due in large part to the degree -- to the scale of the maps that are presented. But what this means is that we will be -- at this point what we can provide is preliminary comments on these resources and impacts. And we will be providing substantive comments when the Final EIS is prepared and when detailed permit application plans are received.

Some of the things that we are looking at in our evaluation is that any activities -- we will review any activities with potential to affect tidal flushing and water quality in wetlands or water courses either directly or indirectly. These will be evaluated in terms of improving these conditions.

We will also evaluate both direct and indirect impacts of activities within the right-of-way, including incidental discharges, for example, of construction debris associated with construction or installation of the catenaries or installation of noise barriers and ballast mats along the embankment.

We will also investigate opportunities to correct adverse impacts of past railroad

practices where such opportunities exist. For example, reversing tidal restrictions if that is shown to be appropriate. However, at this point we do not know that there will be a significant number of such opportunities.

I would also like to comment on the issue of at-grade crossings. The DEP and our office in particular recently commented on FRA's draft plan for closing at-grade crossings. The comments -- Our comments concerned potential and adverse impacts on water-dependent uses, on public access, and on natural resources. For example, the impacts on wetlands created by mitigative measures associated with elimination of crossings.

It has been our understanding that these are separate projects. However, we feel that it is necessary to call FRA's attention to an apparent discrepancy within the Draft EIS regarding the relationship of these activities and to request clarification in the Final EIS.

Specifically, Volume 1 states that the FRA is not directed under the AMTRAK Authorization and Development Act to implement the plan to close at-grade crossings once that plan is

completed. At the same time, Volume 3 states that closure of crossings would closely coincide with implementation of the electrification plan.

If in fact closings are proposed in conjunction with electrification, we would simply like to state that we will review these proposals carefully on the same basis that we -- on which we based our preliminary comments; again, affects on public access, water-dependent uses, and natural resources.

I'd like to thank the FRA for the opportunity to make these comments. Thank you.

MR. LEVY: Representative Rob Simmons? Rob Simmons?

REPRESENTATIVE ROBERT R. SIMMONS: Oh, I didn't recognize my name.

MR. LEVY: Sorry. I mispronounced it.

REPRESENTATIVE SIMMONS: I have a couple of items that I'd like to put on the record.

Good evening. My name is Rob Simmons. I'm a citizen or a resident of Stonington, Connecticut; and I also serve as the State Representative for the 43rd District, which includes Stonington and North Stonington.

I have a prepared statement for the record

here tonight; and I will not read it into the record. I'll summarize some of my remarks, and then give a copy to the Stenographer, if that's agreeable.

Let me just start at the outset by saying that I consider myself a friend of the railroads. I've grown up with the trains in Stonington. They were always within sound of where I lived. They've been in my back yard most of my life. And, I really enjoy riding trains.

The picture I have there (indicating) is of the Stonington Train Station back in the late 40's, early 50's. As a kid, I used to go down there Friday nights and wait for the train to bring my father up from New York where he worked. And, it was one of my fond memories.

The train station is now gone. It blew away in a hurricane. But the tracks are basically laid out in the same roadbed and the bridges are pretty much the same.

My wife and I spent our honeymoon on a train, believe it or not.

For about a dozen years I rode the Night Owl from Washington up to Stonington. And since 1985, I've commuted from New Haven to

Mystic or New London by train.

But in spite of these warm feelings about the trains, I really have some serious reservations about this AMTRAK electrification project and in fact, I oppose it for a number of reasons.

Let me speak first of all about the issue of service and improved service. One of the goals and objectives is to improve intercity rail passenger service. For me, improved service means punctual service, clean and safe passenger cars, a stable ride, convenient stops along the way, on-board food and communications, the absence of smoking, modern and clean restrooms, and economical fares.

Speed may be a factor for improved service, but it's not the only factor. I can tell you as a business traveler, the thing that concerns me most is am I going to get a seat? Am I going to be able to spread my books or my papers out and do some work? Is it going to be a stable ride so that I can work with my portable PC or do notes or correct term papers or exam papers for my students? Speed is a factor, but punctuality and the amenities are more important.

And I would say as a recreational traveler,

also availability of seats, comfort of the ride, is it going to stop where the tourist attractions are, and perhaps most importantly when we look at this line, am I going to be able to enjoy the scenery?

What you're selling here is speed. And what I'm saying is, there are lots of ways to improve service other than improving speed.

Another issue that has come up is the delay in New Haven. I go through New Haven once a week or twice a week as part of my teaching duties. Yes, they change the engines. Yes, that causes some delays. But they also break the trains in New Haven. The trains up from Washington, the three cars in the front are broken off and sent up to Hartford and into Springfield. So even if there wasn't a change of engines, if you're going to break the trains, there's going to be a delay. That's a factor to be considered. How much are you going to increase the speed by eliminating the engine change in New Haven if you continue to break the trains in New Haven?

The issue of alternatives. From the very beginning, back in '91 when I first testified

in this room, we talked about alternatives. I have the three-volume set of the report. I've gone through it laboriously. I can't say I've read every page, but the alternatives constitute in my judgment about ten pages of several hundred. And I think a close look at the alternatives is called for. I don't think you've really done that.

There are a lot of adverse impacts that are listed in this report, noise and vibration, pedestrian hazards, degrading visual and architectural resources, and natural resources, et cetera, et cetera.

I serve on the Tourism Subcommittee for the Commerce Committee up in Hartford. We've worked hard over the last couple of years to try to improve tourism as a part of our committee, especially with the decline of the defense sector. Tourism accounted for about 3.6 billion dollars a year in 1991-92. And the projections for '92-'93 are going to be about four billion dollars a year.

I'm concerned because most of these tourists come to our shoreline, and many of them come to Southeastern Connecticut. What is the impact

going to be of the catenary system? More importantly, what about the recreational boaters? They're going to be affected by the bridge openings and closings, or the marinas, the people that charter boats, how is this sector of our tourism industry going to be affected by the electrification project and by the increased speed of the trains, the increased numbers of the trains? I think it's an important economic issue for this region.

Let me mention briefly the at-grade crossings. There's a separate report on at-grade crossings. It's my understanding that six of these at-grade crossings are in Stonington, more than any other town along the route. More than any other town between New York and Boston, six are in Stonington, in my town. Two of the six are scheduled for elimination, I think that's the term, eliminate access. That means shut them off.

I've got a family in the back here (indicating) that runs a business off of one of those crossings. It's called Walker's Dock. It's a marina. Not only is it a business that supports them, but it's a business that allows

members of the public to access the water, to access the Sound. If we close that crossing, we lose public access. They lose their livelihood.

We also have people in the group here that use Freeman's Island Crossing, or the Freeman's Crossing. The family has used that crossing for over 70 years. You cut off the crossing, you cut off their access to their property. And, it goes on and on. And, I think some of the other speakers will speak to the issues of some of the other crossings.

I don't feel that this report has properly addressed these issues. We have had Representative Gejdenson up here. He has looked at the problems. We've offered quad gates as an alternative; but I don't see it covered in this report. And I think that's a very important issue.

Let me briefly look at the balance sheet for AMTRAK electrification for us locally. And I think it was Tipp O'Neil who said, all politics is local. So, I'll take a local viewpoint because that's who I represent.

Our tax dollars are paying for this project, but AMTRAK gives us nothing back in taxes. For example, in Stonington six parcels are owned by

AMTRAK, six pieces of land. They're currently assessed at over $200,000. They are tax exempt. We don't get a nickel from those properties. And yet, we have paid for the orphan bridges. We have paid for the orphan footbridges.

We will deal with the noise. We will deal with the vibration. We will deal with the electromagnetic fields. And, we will deal with the risks of the high-speed trains. Our views will be degraded. Our homes will lose their values.

And yes, I'm trying to sell my home now. It's near the railroad tracks. My real estate agent is saying that's going to be a factor in the sale price.

All up and down the line real estate is being affected by this project. And yet, it's not certain that these high-speed trains that bring us all of these negative impacts are even going to stop here in New London.

Let me just conclude by saying that I've supported AMTRAK all along in its efforts to upgrade the line. I am concerned about the bridges. I am concerned about the line.

And today I went out to one bridge. It's in the old photo. The bridge has been there, I

think, since 1917. And with my fingers I picked the steel off the bridge (indicating), with my fingers, not with a --

(At this time there were applause from the audience.)

REPRESENTATIVE SIMMONS: I didn't bring a lot because I didn't want to be accused of stealing. And, I will return them to you (indicating) so you can put them back if you want.

But I'll tell you this, you get trains running at high speeds across these bridges, it's going to shake them apart. It's going to shake them apart. It's going to shake our whole community apart.

And so, I hope you folks give a real careful look at what's going on here. It may not affect the folks in Boston. It may not affect the folks in New York. But for those of us who live in this part of the State along these lines, this has a very serious impact on our lives and on our future.

Thank you. CT-H-27

MR. LEVY: Thank you, Representative Simmons. Senator Cathy Cook.

SENATOR CATHERINE COOK: Rob's a tough act to follow.

Well, good evening, and welcome to Southeastern Connecticut. Senator Peters shares the Senate District on the New London side of the river. I represent all of Eastern Connecticut from the Eastern side of the Thames River to the Rhode Island border. And, we go north quite a ways to Norwich as well.

I'm the ranking member of the General Assembly's Commerce Committee charged with improving Connecticut's economic outlook.

I'm also chairing a task force on export, and I serve on the Tourism Subcommittee. So you can see that my major efforts for Connecticut are designed around how we can improve our economic situation.

I was on a train most recently eight days ago. I am a train traveler. And I think it can be very helpful, particularly when you don't want to take a car into New York City.

But I have prepared these remarks because I feel that the well-being of the residents of Mystic, West Mystic, Stonington, and Pawcatuck, as well as residents of other towns, has not been adequately addressed by the Federal Railroad Administration. In particular, the Draft

Environmental Impact Statement was prepared without comment from the Connecticut Department of Transportation or the Department of Environmental Protection. In fact, I quote DOT Deputy Commissioner Patricia Zedalis when commenting on the Draft EIS: "There is a conspicuous lack of detail regarding the magnitude of the impact, the proposed mitigating measures, and the cost associated with these measures."

Furthermore, there were no public hearings held for the residents of the affected towns. The only opportunity for public comment earlier was at a hearing on the proposed closures of at-grade crossings, attended by well over 200 people, sponsored by myself and Representatives Winkler and Simmons. Therefore, in preparing my comments, I've incorporated the concerns brought out at the public hearing.

I'm also troubled by the fact that the proposed changes to the crossings at Broadway and School Street and Willow Point may pose considerable trouble for emergency services. The Chief of the Mystic Fire Department has stated their fire apparatus will have difficulty maneuvering these crossings if they are modified by the FRA

as proposed. It may be impossible for them to get their major trucks around that corner.

There are also concerns about closing Freeman's Crossing, which will eliminate land access to Elihu Island for its many summer residents. This would be a frightening situation should a person need medical attention or in case of fire.

The Chief of the Stonington Fire Department said they would not be able to respond if the crossing is eliminated. Surely there must be a better alternative to closing this crossing.

This brings me to my next point. I am heartened by the fact that the Federal Railroad Administration has recently approved a $800,000 grant to the DOT for the purpose of studying a quad-gating system with track sensors as called for by the local residents and their government representative. The quad system will be studied at the School Street Crossing to test its effectiveness.

I feel that the proposed crossing modifications in all locations should be postponed until the effectiveness of the quad system is measured. Therefore, if the quad system is proven effec-

tive, the proposed modifications and/or closings may not have to be pursued. This would be much more cost-effective as well. While it would cost several million dollars for each tunnel or bridge, most of it paid for by Connecticut, the quad system would only cost about $500,000 or even less for each one.

The proposed changes also concern me from a recreational and economic standpoint because they are directly related. The town's economy and recreation relies heavily on its access to the shoreline. For example, eliminating the Walker's Dock Crossing would essentially force the closure of the marina located there. This not only denies Connecticut residents use of the seashore, but also forces the closure of another business, which Southeastern Connecticut can hardly afford at this time.

It is also my understanding that Walker's Dock is one of the few facilities in the Stonington area which is equipped to serve small boats.

The forced closure would also be ironic because it comes at a time in which the federal government is prioritizing resources for the use

of Long Island Sound. Elimination of crossings is the same as elimination of access to Long Island Sound. This is significant because closure of the crossings at Elihu Island and Walker's Dock would eliminate ten percent of Stonington's coastline.

The system of hundreds of thousands of utility poles as part of the catenary system will do nothing to enhance the scenic quality of Connecticut's coastline, particularly in my district, which includes beautiful, historic Mystic and Stonington. I am hard pressed to understand why an alternative locomotive such as the technologically advanced turbo electric trains were not considered. Such engines generate their own electricity with fuel efficiency without poles, power lines, transfer stations, et cetera.

A major environmental concern regarding the Northeast Corridor rail system is not addressed at all in this study. As a life-long resident of Mystic, I have watched the deterioration of underwater wildlife in our estuaries, coves, and bays. This document before us tonight addresses only the changes to the status

quo. But I maintain that the present railroad causeways which have choked off the shellfish and fishing nurseries are considered acceptable in this plan. This condition is not acceptable. I recommend that as many track bed causeways as can be opened to tidal flushing is attempted during this construction of the project.

Finally, tourists are attracted to the area for its natural beauty and historic resources. This is of particular concern because of the many proposed changes that will occur in areas with properties that are either listed or eligible for the National Register of Historic Places.

Southeastern Connecticut is now engaged in a strategic development process to identify ways to enhance our tourist industry. While mass transit and high-speed rail can play an important part in bringing new tourists to the region, certainly the scenic vistas, historic homes, and shoreline access play an even more important role in extending a tourist's visit.

Likewise, this study is addressing a plan to develop new tourism attractions in the area. Attractive, scenic parcels for new resort hotels,

theme parks, and recreation sites will be increasingly limited by the electrification project. I believe you should go back to the drawing board regarding the relatively small gain in travel time through the curves of Southeastern Connecticut's coastline from New London to Westerly. Rerouting may cost more now, but the potential for even greater reductions in travel time with a straighter route would increase ridership greatly over the long term and would maintain our economic viability for the scenic area.

In conclusion, while volumes of materials have been published and Washington-based surveyors have decided what looks best on paper, the conclusions and the insult to our previous scenic vistas and fragile salt marsh wetlands does not justify the slightly shortened time that may be realized during the travel along the shoreline between New London and Westerly, Rhode Island.

As we hear often on TV commercials about another federal proposal, "There's got to be a better way."

Thank you.

MR. LEVY: Thank you, Senator.

Next is a T. C. Rice.

MR. THEODORE C. RICE: Good evening, gentleman.

Ladies and gentlemen in the audience, it appears that the authors of the DEIS have ignored their mandate to consider all alternatives to the electrification of the AMTRAK right-of-way along the Connecticut shoreline, or that they have not given due diligence to their search for alternatives.

First, let me present the possibilities for different routes. There's a shorter route available, which is in daily use, and which at first glance appears to have many more desirable features than the shoreline. This is the right-of-way from New Haven, through Hartford, Springfield, and Worcester to Boston.

According to AMTRAK's schedule, the distance is 19 miles shorter than the coastline route, and trains regularly run this trip in less than four hours with eleven stops.

A right-of-way exists, which is at least partially in use, which runs from New Haven in a direct line to Boston. I can only estimate the

distance, which seems to be about 116 miles. That's 22 miles shorter than the Hartford run and 41 miles less than the shoreline route.

This line, when it was in use, was known as the Airline Route. It was the way of the fastest express trains before it was abandoned; and for what reason, I do not know.

Given the cost of electrifying the coastal route, which must include the cost of closing several crossings, by whatever means, the expense of repairing the five ancient movable bridges along the coast and the incalculable cost of the damage to the fragile wetlands, and the loss allocable to the ruin of the beauty of our villages and countryside, and the probability of damage to the right-of-way in any hurricane, not to mention many other unforeseeing casualties and day-to-day delays, it would seem that the inland route would cost no more to upgrade than would the coastal line.

Indeed, with the expressed goal of stealing 1.8 million riders from the airlines and highways, AMTRAK should consider the increase in potential of the Hartford, Springfield, and Worcester markets. If one considers that the

high-speed trains make no stops whatsoever between New Haven and Providence, the potential is certainly important.

Further, it makes good sense to connect Connecticut's capitol and the second and third largest cities in Massachusetts to Boston. Providence already has rail connections to Boston which are shorter than 60 minutes, and very little improvement would be realized over the short distance.

The use of an alternative route must be studied in detail before any further moves are made.

Second, the DEIS brushes off the use of alternative propulsion systems in favor of the electric overhead-catenary-type train typified by the X-2000 and the ICE. The Environmental Impact Statement in Paragraph 2.3.2 states that only two possibilities were considered for propulsion: those which require a change of locomotives at New Haven and those which operate in the dual mode, that is diesel and electric. No consideration is given to the gas turbine train set, nor to the gas turbine/electric applications, nor has any consideration been given to the

latest technology in diesel propulsion.

I am told by knowledgeable sources that Cummins have developed an engine which burns so cleanly that, given the catalytic converter, it has earned a certificate from the Bureau of Mines to permit operating completely underground.

This, it would seem, would also allow the train to operate in the New York City tunnels.

I can cite facts and figures which show economies of fuel consumption, reduction of pollution, and speed and acceleration which beggar the proposed electrical system, and which have already been proven over the AMTRAK lines to exceed the time constraints imposed by this plan.

Not only will this train outperform the two foreign candidates, but it is 100 percent USA designed, developed, and manufactured here. And, it uses an engine built by Pratt & Whitney.

Because, however, that manufacturer is represented tonight, I'm talking about the manufacturer of the train set, I will defer to that representative.

I only ask you to bear in mind that this system will do everything AMTRAK demands, with-

out the need for risking our health and environment with the unsightly overhead electric wires, and without the necessity of spending billions on a 140-year-old right-of-way which could be destroyed by the next hurricane.

These alternatives need to be studied in detail, and the results published.

Finally, I want to point out an impact which has been completely ignored by the DEIS, in spite of its having been pointed out at two or more public meetings. That is the effect the plan would have on water traffic on our rivers.

Follow my figures: AMTRAK proposes to operate 60 trains per day over the shoreline route. This equates to one train each 18 minutes in an 18-hour day. Now, assume that a movable bridge, of which there are five, requires five minutes to cycle from open to closed to open. Add to this the ten minutes required before the train's passage which the bridge must be closed for safety, and subtract that 15 minutes from the 18-minute interval between the trains. This leaves us with an incredible interval of only three minutes in

which to move water traffic up and down river.

Bad enough for the recreational boaters, worse for commercial marine activities such as the Mystic River Schooners and Sabino. But consider the effect on the U.S. Submarine Base. Will the next round of base closure hearings say, let's close New London. They can't get submarines in or out of the river in an emergency anyway. Is this one of the economic benefits promised by AMTRAK?

The Thames River threat is only one. Let's look at one more. Hartford depends for its oil deliveries on barge traffic on the Connecticut River. There is no way a string of oil barges can pass through the railroad bridge at Old Saybrook in three minutes.

Senator Lieberman, is this one of the economic benefits of your plan?

Governor Weicker, did you think of this when you, as a member of the Coalition of Northeast Governors, agree to the proposal?

Honorable Sam, are you listening?

I request that this hearing be continued for at least three months to allow for further study. The matter is not simply a matter of

NIMBY. The issues are far too serious to allow only until one or three December, 1993 for consideration. And this is a date that's only 13 days in the future. And, please give serious attention to our needs. Do not brush them off as being only impediments to the AMTRAK dream.

Thank you.

(Discussion held off the record.)

MR. LEVY: The Stenographer is having a tough time sometimes when you're speaking very fast. Could I ask you to identify if you're going to leave a record. If you're going to leave a record, then this way she'll know.

If not, then please speak a little bit slower because we want to make sure we don't miss anything or misconstrue anything. At the end of the day it all blends together and the record is what we use to analyze what was said.

CT-H-29

J. C. Becker.

Also, I'd like everyone to try to stick as close to five minutes as possible.

MR. JASON C. BECKER: I'm Jason Becker. I live in Stonington, Connecticut.

I do want to make a brief comment about your -- hopefully not a five-minute comment -- about your five-minute rule. You know, for a group that spent 3.3 billion to date on improving the rails in the Northeast Corridor, and using taxpayer money to do that, this is the only public hearing as far as I know, and for a group that's going to screw up my life, if not a lot of other people's, I think giving me or anybody five minutes on a subject this important is the height of arrogance.

MR. LEVY: Mr. Becker, were you not at this afternoon's meeting?

MR. BECKER: Yes, but --

MR. LEVY: Excuse me.

Did I cut anybody off?

MR. BECKER: Yes, you did.

MR. LEVY: Excuse me, sir, --

MR. BECKER: Why don't you speak after everybody else has spoken.

MR. LEVY: Excuse me, sir, you asked me --

MR. BECKER: I am speaking tonight. I don't want to take up your time.

MR. LEVY: You offered to do that. We've had hearings now -- this is the two, four -- this

is the sixth hearing. We have cut no one off.

MR. BECKER: This is the first public official hearing that will be on the record. You know that and I know that. And, you're not going to bully me; so you'd better stop right now and stop wasting my time.

Look, you're a paid person. I'm unpaid. I've been spending my time on this.

You're spending it. You get paid, and I don't. So let's stop kidding each other and let me move on and get into my comments.

MR. LEVY: You made a statement in acquiescing, and I want to comment on that. I want to say that we will cut nobody off. I have cut nobody off. I asked people to kindly try to stick to five minutes. If you can't, I have cut nobody off yet to date, nobody.

You may proceed.

MR. BECKER: All right, very good.

Now, basically, I have some questions and some comments. And basically, they have to do with things that are not in the clear in the Environmental Impact Statement.

First of all, on bridge supports. I've heard that on several of the bridges the piers

are rusted through, and that if -- And, I must say, I'm not an engineer. So I'm not speaking as an authority on the subject. But I'm concerned for the safety, I guess, of the people riding the train. The question is, an EIS statement -- I've read Volume 1. I just got Volume 3 the other day; so I haven't read it.

So, I'd like to raise the question, are these piers rusted through as I've been told by, I'd say, a competent authority and has the DEIS team checked the piers to make sure they are in shape? It's a reasonable question.

Secondly, on the subject of ozone. Again, I'm not a scientist. I'm told that sparking from the electric trains that are proposed will increase the levels of ozone. I'm also told that in Groton the level of ozone contamination, which causes breathing disorders in children, older people, and those who are already impaired, is over the federal limit.

And lastly, again I'm told that the bill that was in the paper on November 17th proposes to lower some of the standards and basically permit AMTRAK to emit ozone without apparently causing a problem. And I guess I'd like the

EIS statement to comment on ozone from electric sparking since ozone is a contaminant and pollutant.

I saw a lot in the EIS study about pollutants. I don't recall seeing anything about ozone. But again, there are a lot of chemical names and I may be in error there.

Next, on the wetlands, I've -- we've been in touch, our group, with the Town of Stonington. And what the EIS refers to as floodplain or non-wetlands is referred by the Town of Stonington as wetlands. And I guess I'm curious to know what justification EIS has for taking land that we call wetlands and that is clearly wetlands as defined by at least the federal standard and the dictionary and changing the name to some other name other than wetlands? We need to get to the bottom of some of that, please.

Also on other -- there are other inconsistencies in the number of poles per mile and so forth. We were told 250 feet apart for the catenary poles. And we're told 200. And then the last thing I read was 175. And, that needs to be clarified, please.

The same about the speed of the trains.

I've read 70 miles an hour in one document, 150 in another. Again, I think that needs to be clarified.

The other things I understand -- again, I have it from someone who called our group and said that AMTRAK has sold rights to Northeast Utilities to use the railroad right-of-way to put in these huge 345,000 volt towers (indicating). And, they sent me -- a friend down in Stamford took a picture in Westport. And again, I'm raising it as a question. Does AMTRAK intend, once they've got the wires in for these electric trains, to sell rights-of-way to, say, Northeast Utilities to put in these large towers, which are gigantic.

I don't know if you can see them. And certainly, which would be a real hit on property values.

And, this is an actual picture taken in Westport on the railroad right-of-way -- at least, that's how it's represented to me.

I won't take the time to show you what I'm talking about; but we have wetlands near our house on Island Road. They're clearly wetlands. The Town of Stonington says they're

wetlands. Again, the EIS statement refers to them as something else. We need to clarify what are wetlands.

Lastly, in terms of the clarification, noise levels. As I read the EIS statement, I read 24-hour averages for noise levels. At our house, we'll see an average of 90 decibels, which exceeds recommended decibels if you want to maintain your hearing.

And, maybe I don't hear too well. I did lose five percent recently.

But, we do have whistles near our house. We have about 216 whistles a day.

If this project goes through, we will hear over 500 whistles a day at our house. And, I'm concerned that the EIS statement is in error in the decibel level because I'm saying the decibel is about 100 even at a distance of 200 yards. And if I read the report right, the decibel level looks like an average of 59 for 24 hours or something. You know, I don't want to accuse anybody of anything. But if you're using averages, that's terribly misleading.

The last thing I want to mention is that I have prepared a report on electromagnetic

fields. And again, to save time, I'm not going to read the report. I am going to refer to it.

And basically, it just talks about the 25,000 volt and 115,000 volt power lines which will be erected and installed by AMTRAK for this project. And, there's going to be -- if I recall EIS correctly, 25 substations, paralleling stations, and switching stations where in some cases transformers will create even larger electromagnetic fields and what some scientists refer to as electromagnetic radiation.

Some scientists and people feel this is not a threat, others do. I feel it is. Universities like Columbia, Carnegie Mellen, University of Southern California, University of California, the Veterans Administration, -- the EPA in 1990 classified electromagnetic radiation or electromagnetic fields, rather, as a Class B-1 carcinogen. They rescinded that underreview by a scientific review committee, and now it's something that they recommend be studied.

The Connecticut Assembly in a committee forum is studying electromagnetic fields.

Again, it's under study in too many studies in too many universities and too many places for it not to be a threat. And, I hate to see us creating miles and miles of wires, creating a health hazard before the studies are complete. It just doesn't make sense.

And I say, what happens if AMTRAK ignores all the data pointing to a major health risk such as breast cancer and then finds out, as they found out about smoking being linked to cancer, EMF is linked to cancer? So going ahead before the research is complete is like starting a new asbestos mine as far as I'm concerned. Lastly, we note with interest that six judges in New York State agreed that if the perceived threat of illness from electromagnetic fields lowered somebody's property values, as was the case in New York State, that person can collect damages. So, I'm anticipating that if this project goes through, there will be a massive lowering of property values, of homes in proximity to AMTRAK's power lines, as is suggested in the Environmental Impact Statement. And, I think that should be a major concern to the town governments because if I'm

right, if property values fall, property taxes fall, and these towns, which are already hurting, are going to be hurt more.

So, I will respectfully submit to the Committee here, the Chairman, the report on electromagnetic fields, and a list of questions, if that's okay.

MR. LEVY: It sure is.

I've just been reminded that the reason that we said try to have people try to limit themselves to five minutes is so everybody can at least get one shot at the beginning. You can always come back.

You know, we're damned if we do and we're damned if we don't. So our attitude is everybody in here should at least have one shot to say what they want to say. If other people have extensive amounts of things to say, they can come back at the end.

The next one is Ms. Marie Wiley.

CT-H-30

MS. MARIE WILEY: Good evening. I'd like to address a few issues tonight concerning the EIS report. The EIS states increases in the number of trains traveling the Corridor, the average operating speed of the trains, and

the number of pedestrians increases the potential for rail pedestrian accidents. Let's face it, rail pedestrian accidents is a nice way of saying a person being hit by a train.

The EIS reports 22 pedestrian -- illegal pedestrian crossing locations within the 156 mile Corridor. That represents only one illegal crossing every seven miles, a figure highly suspect.

I know that between Groton and Stonington alone there are at least 100 illegal crossings. I invite any of you to walk those miles with me and I can show you.

All right, regardless of the precautions -- regardless of the precautions, pedestrians and vehicles will continue to cross the railway. The increased speeds and concurrence with the regular occurrence of fog, -- Here's a good picture of fog. This is Freeman's Crossing in Stonington. It's a one-quarter mile visibility (indicating). With the occurrence of fog along the coast, it will result in more rail-pedestrian accidents.

You also have the problems of the bridges. There are bridges -- Here's one of the Old

Saybrook bridge (indicating). And you have the Mystic River bridge, which is known to get stuck open around twice a week. What are you going to do in this instance when you have these trains barreling through?

Anyone planning an expensive construction project would not do so within range of potential ocean damage. Hurricanes are a fact of life in New England; and they have the power to destroy much of this proposed electrification. Wouldn't it make sense to build this in a less potentially hazardous area?

Connecticut's newest tourism campaign contains references to the coast and the effort to attract more people. It seems ludicrous when the EIS states that the project is more likely to affect tourism in Connecticut. Attracting more people will increase the potential for rail-pedestrian accidents. Can Connecticut afford to lose any of its 553 million dollars of tourism revenue? I doubt it.

Now, you also have another issue in the EIS which talks about the P&W freight rail line. And they state in this that they may have to take their business elsewhere because they

won't have the same access as they have in the past.

The City of New London has indicated a desire to improve and extend its harborfront. This adversely affects any such plans.

Another situation with the EIS is the Noank paralleling station. They talk about the paralleling station taking up the majority of the parking lot. So they say to mitigate this, they'll just build another parking lot. Any of us from the area know there are only two possibilities for building the parking lot: a, you pave the beach; b, you pave the wetlands.

There is some adverse affect on the Connecticut shoreline. Why not at least give the same consideration that the EIS report gave to this route to other possible alternatives?

Thanks for my shot.

(The speaker was asked to speak slowly and did not; therefore, the statement may be incomplete.)

CT-H-31

MR. LEVY: Bill Cannon.

MR. WILLIAM W. CANNON: To make things

easy, I've prepared some comments.

Good evening. I'd like to welcome you here to Southeastern Connecticut. It's not going to be like this in the future when you get done, unfortunately.

I want to start out first by congratulating those who wrote the Draft Environmental Impact Statement. They did an excellent job of minimizing the impact of a one and a half billion dollar project on 156 miles of the Northeast Corridor.

In particular, I want to give you some comments on areas of the DEIS that I feel the FRA must evaluate and determine the acceptability of before the Final Environmental Impact Statement is approved. These comments follow the order of the DEIS in chapter form.

My first comment is in Section 4.2, socio-economic impacts. The project was judged to have no impact on the tourism of the region. While there is no basis in the literature for projecting an increase in tourism related to high-speed rail service, there is evidence to suggest that the increase in daily rail traffic will cause impediments to waterway traffic

along the coastline.

The total lack of any analysis of the impact of increased bridge closings on recreational and commercial and national defense waterway access and the businesses that it supports is one of the substantive issues that must be addressed in the DEIS. Areas of particular concern are the Connecticut River, the Niantic River, the Thames River, (including Shaw's Cove), and the Mystic River. That's the five movable railroad bridges.

It should be recognized that the Thames River is a major conduit for the Naval and Coast Guard vessels that require unimpeded access up the narrow 500 foot wide river channel and through a very hazardous current rip at the railroad bridge.

If you've never made that trip, try it sometime in the spring when you get a norther.

Comments provided later -- And, in three minutes, going through that bridge, you're not going to get a submarine through there.

Comments provided later will raise the issue of impacts on curtailed rail freight service.

Then we go to Section 4.4 of the DEIS, noise and vibration. The analysis of noise and vibration discloses a truly significant fact, the faster trains will make more rolling noise and vibration, especially above 80 miles an hour. And, that's right out of your report. The mitigation of this condition requires keeping the train wheels round and the tracks properly shaped by grinding.

Maintenance expenses -- We all know how AMTRAK loves to spend money on maintenance.

The viability of continuing funding for these maintenance expenses is a proper subject to be evaluated in the DEIS. Without a firm commitment to maintenance for the next hundred plus years, the impact of high-speed trains on the communities will increase with time.

The other mitigating actions for noise suggested in the DEIS were eight to sixteen foot tall noise walls or increased sound insulation for the affected properties. Even pressure-treated wood would not last more than ten years in the marshy environment along much of the track in Southeastern Connecticut. And the viability of the funding for replacing and main-

taining either that or insulating everybody's houses just sounds out of sight. But, it must be addressed in the DEIS if that's going to be the mitigation.

This is one of the areas that led me to conclude that a concentrated effort was made to trivialize the impact of this project. In particular, Table 4.4-4 lists the number of affected receptors for noise. For the entire Town of Groton, a total of six receptors -- and I note the receptors are the houses in which we live -- are noted.

In the small area of Groton around my home -- read receptor, because that's what it says in the DEIS -- I count 11 houses within 100 feet of the right-of-way. And, I've included a little sketch with the houses noted (indicating).

Okay, this is the Willow Point Area, by the way.

If the noise radius is more realistically set at 250 feet, the number of homes increases to 29. The figure of six is obviously wrong.

And, I've included a copy of an aerial survey to show you where the homes are in this particular area.

The next section is electromagnetic fields. The DEIS does not consider the impact of the provision of new or increased current over the 115,000 volt tranmission lines that will be built to feed the feeder stations. Obviously, it's outside the scope of the DEIS because it's not along the right-of-way. But, we live under those lines.

The DEIS notes that the EMF fields under high-power transmission lines typically is 12 to 200 milligauss, significantly higher than the values presented for the rail right-of-way. This impact must be addressed before the FRA takes action on the DEIS.

Section 4.9, transportation, traffic, and circulation. As stated in comments to Section 4.2 above, the impact of this project on waterway traffic is totally ignored. The impact of more frequent bridge closings at the five movable rail bridges must be evaluated.

Another issue, and one that is treated rather cavalierly in the DEIS, is the impact of the electrification on existing and future rail freight operations. Essentially, the DEIS states that rail freight service will be

curtailed, future options will be eliminated by electric catenary clearances, and that freight service will exist only at night.

This conclusion raises the concern that the DEIS has not addressed the socioeconomic impacts of this situation, especially on those businesses that will be forced to accept deliveries at night. No mitigation schemes are provided for this decrease in public service resulting from the electrification project.

Section 4.10, air quality. The analysis of pollutants created by the replacement of the diesel-powered engines neglects the fact that the majority (55 percent) of electric power generation is from coal in the United States. Most coal plants create more pollutants, but the whole analysis is based on gas and oil electric power generation.

To present a true picture, the analysis should present a total picture, not some arbitrary segment of the power industry, since with power pooling and wheeling, the actual generation will occur almost anywhere in the country.

The final segment is visual and aesthetic

effects. The entire analysis that concludes that the project would impact the view from 34 residences is flawed. That's 34 residences in 156 miles. The DEIS conclusion is based on a very limited selection of potentially-affected sites. Again, I refer to the attached survey map. The view from many homes, or as they're called in the DEIS, Visually Sensitive Receptors or VSR's to trivialize the human factor, will be degraded by the imposition of the catenary system. The DEIS selected only views toward the water of Long Island Sound or Greenwich Bay as potentially affected. These are not the only views in 156 miles. Just ride the train and find out yourself.

Not only are water views prevalent along the shore of the Mystic River where I live -- I count 14 homes in my neighborhood that will have the catenary in their view of the river, by the way -- but there are also many in the other directions. Many of my neighbors enjoy the ability to gaze over the peaceful wetlands and ponds without paying the extra property taxes that come with water views. Just in my neighborhood I count 12 homes in this category.

These views will also be impacted by the catenary installation.

In summary, I was very disappointed with the content of the DEIS in that it appeared to be a very cursory analysis of the impacts of this complex project. Many of the 13 subjects did not address substantive or ancillary issues that I feel are germane to the overall subject of this project on the population of the Northeast Corridor Area. In effect, I found the DEIS to be a concerted effort to minimize the effects of this large, complex project that will be with us forever.

I thank you for your time.

And, I do have one other thing. I noticed David Carroll was here earlier. David, are you here still? I don't see him around -- Oh, good.

Just as an example of the concern of AMTRAK on the environment, on August 26th, 1993, my wife and I wrote to David about the dumping of blacktop in the wetlands at West Mystic. David wrote back and said, I'll take care of it.

Well, David, notice that it's still there.

Thank you very much.

MR. LEVY: Jonathan Gibson, please.

MR. JONATHAN GIBSON: Yes. I agree with just about everything that everybody's said so far.

I think what I'd really like to see addressed in the impact study would be the electromagnetic fields. I don't feel that there's enough conclusive evidence to say that it's safe. There's a lot of other factors involved in the electromagnetic fields that are just uncertain.

I'd like to see what some study done on electromagnetic fields and what it does to fish migration up in these estuaries says. Will it stop the spawning of fish? Will it reduce the stocks?

I'm also -- I get my livelihood from the commercial fishing industry. And all I see every single day is people pointing their finger at the commercial fishermen saying, you're raping the ocean of fish. You're raping the ocean of fish. There's a lot more to it than just commercial fishermen out there catching fish.

These estuaries have been closed down

for hundreds of years. It could be a trickle-down type thing that over these hundreds of years the fish have not been able to spawn properly.

On top of that, there's a lot of pollution. If we have these electromagnetic fields also polluting on top of that, there could be extreme adverse effects. When cyclamates came out on the market, it was easy to pull them off. When you put electromagnetic fields up, it's going to be a lot more difficult to take them off the market.

Thank you.

MR. LEVY: Naomi Otterness.

MS. NAOMI OTTERNESS: I'm Naomi Otterness, District Representative for Congressman Sam Gejdenson. Sam is in Washington unable to be here. So, I came here to listen to the concerns of the people and to try to bring those concerns back to him.

I'd like to congratulate the people who have come here to voice their concerns, because I think it's very important in our process of government that those people who are most directly impacted in fact have a voice in what is

going to be happening; and that we are a country which in fact encourages people to voice those concerns. And I think that that's very important for us to note here.

And, we may have our individual concerns about process and things like that; but the fact is that we do have the process, and people utilize it. And I think that that speaks very highly for everyone concerned.

Sam is going to be preparing comments to be submitted to you by December 3rd. And that's part of why I'm here, to listen to the concerns of the people along the Corridor.

Tonight's hearing is congressionally mandated as part of the NEPA process. And I think that's important for people to understand, that this is a long, drawn-out process. And, I think it starts with a basic concept of mass transportation, which I think most people would say is, in fact, a very laudible goal and we ought to do what we can to promote it.

We want to implement a better system; and there's very good reasons why. We want faster service. We want more riders. We want cleaner air. And I think that's why to date the Tri-

State area has supported the -- this process, has supported the program that's been recommended. And, you have a Congress who is -- has also supported this.

But I think where the NEPA process fits into all this is that now we're no longer looking a global concept of mass transportation. What we're starting to look at is the nitty-gritty details. And, this is where people begin to have their concerns and they understand more fully the impact.

And that's, in fact, why we're all here tonight, is to fully understand the nitty-gritty of those details so that, in fact, where it's possible, mitigation can be brought forward and alternatives can be explored. And I think that one of the important things is that people who are thinking about the process can, in fact, offer alternatives which can help make the whole project more palatible.

I think many of the people in this room, as well as you, know that Sam has met with many of the residents along the Corridor about the at-grade crossing issue in particular, but also on this issue. He's met with FRA repre-

sentatives in Washington. He's met with AMTRAK representatives here. He's met with the local and State elected officials and appointed officials, again all to try to understand the concerns and how we can make this whole project better and more suitable to the needs in Southeastern Connecticut.

I think the FRA should be complimented. Because of the concerns voiced, a grant has been given to the State of Connecticut to test out the quad gates to see if, in fact, that's a suitable alternative for elimination of at-grade crossings. And I hope that it's implemented very soon and, in fact, it proves to be a positive alternative to what has been proposed in the earlier report on at-grade crossings.

Sam has written to the FRA about alternatives, one is the alternative route. I think there has been discussion, and I would hope that that alternate route, in fact, could have some further investigation.

Additionally, we have met with representatives of the people who are making the turbo train and hope that, in fact, that's something

that we can, in fact, give a lot more insight and thought to, how that, in fact, could fit into the whole concept of high-speed travel here on the East Coast.

Sam will continue to monitor this process and, as I said earlier, submit his comments to you formally before the deadline.

And for anyone that's present in this room, if they would like a copy of the Congressman's comments, please contact the Norwich Office.

Again, thank you for this opportunity to be here.

MR. LEVY: Thank you.

If I'm pronouncing the last name right, it's Vincent Faulise.

MR. VINCENT FAULISE: Thank you. My name is Vincent Faulise. I'm from Pawcatuck, Connecticut.

I'm here to speak on the Palmer Street Grade Crossing. The proposed new crossing underpass as proposed, in my estimation is unacceptable. What it will do to us in that particular area is to put us outside of the underpass. And that would -- what that would

mean, with the flood gates on both ends, we would be trapped with the Palmer Street Crossing closing, because with the new proposed underpass, it would go outside the gate.

And in the event of a hurricane storm, these gates would have to be closed. And the residents in that particular area would have no route of escape. There's no way out with the Palmer Street gate -- crossing closed.

I have no objection if the quad gates do prove to work out and be fine. But in the event that they don't, then I propose the original concept of the underpass be put as was recommended in 19 -- I believe 1978 by the State Department of Transportation. It's a project -- It's a recommended project that was recommended by them, and it's Alternate F, Study 3.

And I think for all of us down there in Pawcatuck that own property, -- and basically, Pawcatuck in this particular area, we have the industrial base of our town which is right in that particular -- between those two flood gates. And to do anything else, to put an underpass outside those gates, it would be very,

very dangerous. We have several hundred people that work at the Yardney Electric Plant -- The old Harris Plant is starting to pick up now. It's started to be rented out with another local, Davis Standard Machine Company, going down there.

And, we would be at a disadvantage in the event of a hurricane where they would have to close the gates sometimes eight to twelve hours ahead of the hurricane approaching or a storm approaching. And with all the valuable equipment that they would probably have to move out, there would be no way that they could have -- make an escape out of there in an emergency or in the event of -- especially the Yardney Company. That handles a lot of acid, a lot of highly-flammable materials down there that they use in the making of the batteries. And, it's a very dangerous situation.

And, we certainly wouldn't want to lose that, our tax base for the Town of Stonington, by putting a crossing on the outside of that. That would leave us strapped.

Also, for the -- during that 12-hour period while these gates probably would be closed and

probably after that, it would be unable to get fire trucks or ambulances of any kind of safety-related vehicles down into that particular area because there would be -- there's no way that it could be done.

So my recommendation would be that if it hasn't already been put into the new adoption of the new studies that have been made, because I've been speaking on it for the -- since 1978, but now I guess it's coming to a head as to what will happen to them, again I want to strongly represent that the elimination of that off-street underpass be eliminated and to put it where it was proposed several years ago by the State Department of Transportation.

Thank you. CT-H-35

MR. LEVY: Thank you very much.

The next individual will be Joe Bertoline.

MR. JOE BERTOLINE: Thank you, gentlemen.

I've done two tours as the Radiation Health Officer on board two nuclear submarines assigned to the Naval Submarine Base. I'm currently assigned to the Naval Undersea Medical Institute, also located there.

The questions I have concern this not as

an employee of the Sub Base, but as a resident of Pawcatuck and homeowner 150 yards off the railway. The questions I have concern biological risk.

Electromagnetic fields is a new icing on the cake as far as radiation protection is concerned. In your National Council on Radiation Protection, No. 67, it specifically says that there's a large molucule of changes that are caused by certain frequencies. Well, people, this means large changes in the cells of the body.

The concerns I have with this are that young children and pregnant females are specifically at a high risk. And the reason being is that children and infants and fetuses develop more rapidly. As the cells change, they're more sensitive. That's a physics law called the law of burgeoning and trypendo (phonetic spelling). As this happens, the risk of leukemia and brain tumors is what specifically usually comes from electromagnetic radiation.

I would like to see a study by the Railway Administration with communication to

local hospitals such as Backus, L&M, and Westerly. There are people assigned there called Tumor Registers, who keep track of all tumors that individuals have. And it goes into a data bank in Washington, D.C. I would like to see this report specifically outlined for the northeastern part of this state -- or, the southeastern part of Connecticut to identify if there's any increase in risk in brain tumors and leukemia.

That's all I have to say. Thank you.

CT-H-36

MR. LEVY: Robert Fromer.

MR. ROBERT FROMER: Good evening. I want to make a number of comments, and then I would like to submit a written report in the very short future.

But, I also would like to ask for an extension of time in which to submit a written statement. And, there's a reason for that. At the last public hearing that occurred in Stonington, I had specifically requested at the hearing to receive copies of all reports, including all the volumes and all background studies. I have received in the mail a number of the drawings, the plans that are considered as Volume 2. I

have received Volume 1. But I have not received Volume 3, which is the background studies which forms the basis for your executive summary and summarization of the information. So, I'd like to receive that; and I'd like to be specifically given sufficient time to keep the record open so that I may properly respond in a formal fashion.

1

Now, in examining the notice of intent and in examining Volume 1, the statement -- the draft makes the determination in the statement that the DEIS and the DEIR evaluates essentially the no-build transportation alternative. And it states that minor increases in existing AMTRAK Northeast Corridor operations and electrification of the New Haven to Boston segment of the rail line powered by the 25,000 volt single Hz catenary system. However, I've seen nothing in the document that indicates where in the regulatory authority there is a definition of what constitutes minor increases and what constitutes major increases as a delineation. So, I'd like to have that citation and a response to that.

I will also in my formal statement to the agency prepare a full list, a detailed list

of interrogatories, which I would like to have responded to, for the DEIS -- in supplement of the DEIS.

One of the things that is missing from what I can tell is a certification or a preliminary certification that this project conforms and complies to the Federal Coastal Zone Measurement Act. There doesn't seem to be an analysis that this does occur.

Now, one of the things that is the, I would say, heartbeat of the Coastal Management Act is to locate non-water-dependent activities at other locations. And, there doesn't seem to be an analysis of whether this can be done in a detailed fashion. And, that will bring me into the whole concept of alternatives.

I'm a very strong proponent, and I haven't seen sufficient detailed analysis that precludes the idea of the alternative occurring as a monorail system overhead perhaps along I-95. I think there's two sets of populations that have to be looked at and have not been addressed here. And, let's look at this in a very simplistic fashion.

If a person lives in Washington, D.C.,

or perhaps they live in Boston, and they're engaged in business and they want to get from Point A to Point B in the fast, quickest fashion possible. So they hop in their car and they get on the highway from Point A to Point B. And they move along real quickly. And, they try to get to where they're going as quickly as possible.

But let's say they're married and their wife has made the determination, which very often happens, that they're going to take a vacation. And, they want to kind of amble along the coastline. They don't want to get from Point A to Point B as quickly as possible. They're not in a rush. So, they want to move along the coastline. They want to stop here and there, and they want to see the local scenery.

Essentially, what you're trying to do is put two pounds of sausage in a one-pound bag. You're trying to accomplish everything you want to accomplish, high-speed rail, local commuter service, on one track; and, it doesn't appear to be physically and desirably possible to meet all the requirements you want.

So, therefore, you really should look at a dual system, one on the major highway right-of-way, either above-ground or on the side, and the other along the coastline, which the local natives, I'm sure, would be interested in using, which is the local commuter service. And, this analysis has not been given serious attention from what I see.

I raised at the last hearing how solar energy can be implemented to supplement the use of electricity instead of our total dependency on the power utilities. Now, it's a known fact that in Switzerland one side of the highway is used for generation of power for their towns and cities. Now, it's not going to the major source of power, it's obvious; but it will be a supplemental source. And, we have sufficient structures and sufficient areas where solar energy should be given serious consideration as an augmentation to the electrical power that's going to be generated or needed in this area.

In looking at your visual quality analysis, I have serious reservations about that; and, I'd like to see the real detailed -- the

details in Volume 3 before I comment significantly in that area. But, one of the things -- And, this is my final comment orally. The rest will be in writing.

One of the things I haven't seen in the analysis and even addressed is what will be the time impact of the high-speed rail system on other modes of transportation, such as shipping? What is going to be the impact when you have to raise bridges or lower bridges within a certain time period before the train arrives, after the train leaves? What is going to be this time impact on these other modes of transportation, which can seriously impact the economic viability of this area? This is not a simple thing to look at; but, I think it's one that is essential because there are a number of waterways involved, such as the Thames River, the Connecticut River, the Pawcatuck River, and so forth and so on. And this analysis is not in this -- these volumes.

So, I would ask you to give serious consideration to keeping the record open. And, I'd like to get a copy of Volume 4.

Thank you very much.

MR. LEVY: Thank you.

I apologize for the last name. It's Peter Allegri or Allegro, A-l-l-e-g-r -- I apologize.

MR. PETER GILLESPIE: Not even close.

MR. LEVY: Not even close.

MR. GILLESPIE: Peter Gillespie. I'm with the City of New London, Office of Development and Planning. Obviously, I'm here this evening representing the City of New London's comments and concerns.

For the record, we have submitted on at least four occasions a series of very detailed commentary on the proposed plans for electrification. At this point, it's safe to say that our concerns have not yet been addressed. And, that's one reason I'm here this evening.

I will be following up this discussion this evening with some written comments. So tonight, I'll probably limit my comments to just a few basic and very preliminary concerns that we have.

Firstly, regarding land use, Volume 2 of your literature identifies land use surrounding the electrification route. In many in-

stances that land use information is inaccurate and identifies vacant parcels that have substantial developments on them and identify potentially sensitive land uses that could be significantly impacted by the proposal. So, please, I would suggest you take another very serious look at that.

Also in Volume 2, land use, you did not identify a historic district in the City of New London and several historic sites, which although I don't think they're going to be impacted, they should be identified in your literature.

Thirdly, and this is a substantial concern that we have, in Volume 2 you identify the proposed substation plan for an area north of State Pier in New London. In that literature in Volume 2 you identify the electrical feeder route as running north along the railroad right-of-way and then heading west through Riverside Park, continuing west through Winthrop School, an elementary school which has approximately 400 children in it now as well as a recreational field there. In your technical studies, you identify the right as primarily

staying along streets rights-of-way. So, please, specifically identify which route you're going to take. I believe you're taking the right-of-way route, but -- and we have discussed that on several occasions. So, please, take a look at that conflict and identify which route you plan on taking.

Obviously, if you're planning to go through Riverside Park and the school, we would vehemently oppose any plan to do so.

Secondly, regarding your commentary on noise and vibration impacts, you identify only five visually sensitive sites in the City of New London. As you know, as an urban community, that corridor is densely developed. There are a substantial number of residences as well as institutional land uses. I'm very surprised that you only identified five sites that could be negatively impacted by noise and vibration. I would submit for the record that we would certainly dispute that finding and ask you to revisit that very carefully.

Also, in that noise and vibration impact, it's been mentioned already, you generally identify potential mitigation measures. Unless

we see some specific ideas for sites and specific mitigation measures for those sites, we cannot at this point adequately assess the impact of noise and vibration on those particular sites in the City of New London.

The third comment is on visual aesthetics. Although New London is an urban community, we have an urban waterfront. We feel that our views of the water on the rail line are significant to us. You only identify in most cases views that would be impacted by residential activity. We have several businesses in the downtown that market their view of the waterfront. Although it's an urban industrial waterfront to them, it's valuable. You simply ignore the fact that commercial or potentially industrial views are not valuable. I would submit for the record that particularly in downtown New London, between the Shaw's Cove Bridge and the Winthrop Cove Bridge, there are views there that we would like to see preserved. And, we would like to see additional measures that assess mitigation that could avoid the catenary lines being in place along that stretch -- particularly along that stretch.

Lastly, and as I said before, we will follow this up with some very specific commentary, we are -- and, I speak for the downtown business community, property owners as well as the City Administration, we are vehemently opposed to your plans for the grade crossings at the three locations in downtown New London. The impacts will be substantial to not only the ferry service, which has locations in downtown New London on the waterfront, but also to our long-term revitalization plans for the waterfront. We are proposing a series of parks on the waterfront. You should be aware that the State is planning a Heritage Visitors' Park in downtown New London, and the ferries are planning to expand there on the waterfront. Your plans will basically obliterate almost all aspects of that as they're proposed now.

And I know we will be submitting an additional report, but I would just like to go on record as speaking for the City Administration, that we are still vehemently opposed and would strongly encourage you to revisit that planning for the at-grade crossings in the City of New London.

CTH-38

Thank you.

MR. LEVY: Thank you.

We'll take a five-minute recess.

(At this time a short recess was taken.)

MR. LEVY: Mr. Kelly House.

MR. KELLY HOUSE: Okay, my name is Kelly House. I'm a resident of Noank. And, I want to second a lot of the comments that have been made previously this evening as far as your looking into alternative routes.

It seems like a mistake was made a hundred years ago when these tracks were put in on the scenic coastline. Obviously, it was for the reasons that it was low land and it was easier to do. But in this day and age, it seems the wrong place to put it.

And just looking at the impact of national security with our submarines in this area, Groton narrowly won its base back this past year. And, I'm sure the citizens of the area don't want to see it lost because of bridge closings and they can't get submarines in, as has been mentioned earlier.

And, of course, the economic impact in the area as far as the marinas and so forth

doesn't seem to be addressed in the report.

But, I want to address something a little more specific, since I live in Noank. And, that is the rail paralleling station, the Noank paralleling station that's outlined in the report. It's given a rating as far as visual impact of four, which is the most adverse out of all the ones that were looked at. This one was given four, saying it's going to have the most adverse impact as far as visual impact.

I also want to note a report in the -- an error in the report. It talks about Jordan Cove in Section 4.11.1 as far as the visual impacts. It's actually Palmer Cove, not Jordan Cove. Jordan Cove is in Waterford.

Section 4.11.3 deals with architecturally sensitive areas. Of all the 25 electrification facilities, only Noank is in a suburban residential area. And, the report says it is "potentially out of scale and out of character with the surrounding development and would be an anomaly in the landscape." This is from your own report. And, it seems ridiculous that you're considering putting a facility

like this in a residential area.

You also address wetlands in the report. Connecticut requires a hundred foot buffer zone. That's just not possible there as far as wetlands.

1 I notice that some work has already been done there. They've been working in some of the drainage areas, AMTRAK crews. I don't know just what -- how much of this is a fait accompli. Work has already been progressing as far as I can see.

There were some comments about water quality. I've observed AMTRAK workers throwing debris in the cove in terms of wood and pieces of wood and things like that as part of the removal of the existing railroad ties. I even brought a trash can down one day and surprised them, but they used it. So, I think that needs to be addressed in terms of water quality.

2 You also address wildlife. Palmer Cove is a home to the great blue heron, egrets, osprey, night herons, and we've also observed American bitterns. They're mentioned in Stonington in the report under endangered spe-

cies. And, I've observed them in Palmer Cove. And, it doesn't seem to be addressed in the report as far as endangered species in the area.

In Section 5.2.24, you talk about further impact on Haley Farm, which is in the Historic Rural District and what impacts the catenary poles and so forth will have on that. And it's addressed, but not -- there's no conclusion about how to deal with that in a Historic Rural District such as Haley Farm, which is a State wildlife area. It has been left natural forever.

Finally, with regard to the Noank paralleling station, they cite in the report under Section 5.2.2 that Noank has two adverse impacts. One is the view from the residences and has been mentioned before by other speakers this evening. You woefully underestimate the number of residences affected. You state there's only four residences that it affects visually. That's just ludicrous. If you go to the area, there are many, many more homes around both on the inland side of the track looking out, but also on the water side looking back toward the Haley Farm and so forth. They're going to

see these poles, and they're going to be visually impacted. And, I don't think that's been addressed.

And then the second item that they mention regarding the adverse impact is that by taking the parking lot for Esker Point Beach, which is the only Town beach in Groton -- and, it's a very sensitive issue to Groton residents, that Esker Point is the only beach that we have public access to -- that that's going to constitute use under 4-F of the 1966 Environmental Impact or whatever. You know what I'm referring to. It constitutes use. So, I hope that's going to be further reviewed at the federal level.

I don't see why this site was chosen to begin with. Less than a mile down the tracks to the west is the Midway Area where they used to turn all the trains around in the old days. It's where EB is now putting up its facility for sale, a perfect area, and in an industrial area now. Like I say, no more than a mile down the tracks. And, I don't know why consideration wasn't given for that site, where it won't impact visually any residences. And, I

would strongly urge you to consider relocating that.

That seems to be the only mitigating thing in the report, the only way to mitigate the various impacts to the Noank paralleling station, is to move it somewhere else. And, I hope you do that.

Thanks.

MR. LEVY: Thank you. We appreciate it.

Considering the hour, I'll call three young adults, Jessica, Chris, and -- is it Bridget Breen? These are three young children.

Do you understand the purpose of this hearing?

BRIDGET BREEN: The purpose of this hearing is because -- The purpose of this hearing is because my family and I live 30 feet from the tracks. If a train goes by, our house shakes. And, it wakes us up in the night and everything.

And if they put -- I'm just imagining this, if they put a 125 mile per hour train there with electric fences and everything, I'm just imagining how the vibrations will be then. I mean, it will practically shake our house

down.

JESSICA BREEN: I don't -- Please don't let them kill the animals. Some of the animals are still growing up and they might not survive.

CHRIS BREEN: We have, like, this swamp in the back of our house. And there are, like, a lot of animals in back of it. And these are, like, -- and, I have this booklet. It tells, like, endangered animals and stuff. And it has some of the animals in here.

The great blue heron, that's one of the animals. It's of special concern. The common loon, we see a lot, especially concerned. And we see the osprey, and that's especially concerned.

And for the reptiles, we have turtles, and they're bog turtles. And they're endangered. And, we have spring salamanders, and they're, like, threatened. And we have spayed-foot toads in the pond back there, and they're endangered.

BRIDGET BREEN: And, I have a speech I've written. It says: When you come to think of it, it's kind of silly to put a high-speed railroad on the curviest coastline in Connecticut. As

I mentioned, I live 30 feet from the tracks. And when the train comes by, my family's house and I, it just shakes.

Now, I'm trying to imagine what the vibrations is going to be like when they're going 125 miles per hour.

I'm also concerned about my family and I's health and the endangered species that live in the wetlands, especially turtles, who feel with their bones.

And, the wires that -- what are you thinking? The endangered birds might fly into them. Then what?

We are all concerned about lots of matters. We could make such a list, it would go on and on forever about this subject. So, I'm going to stop here so other people can share their concerns.

Just one more thing. I know we're just a child (sic), but please remember what we've said tonight.

Thank you. CT-11-42

MR. LEVY: You're welcome.

Mr. RePass.

MR. JAMES RePASS: My name is Jim RePass,

and I'm President of The Northeast Corridor Initiative, which is a collection of academic, business and government leaders from throughout the Northern United States who since 1989 have sought to advance the development of high-speed ground transportation in America, and especially in the Northeast where we live.

While I now live in Boston, I grew up in Fairfield County and graduated from Wesleyan University in Middletown. Also, so many of my friends from Fairfield County have moved to this area that I feel somewhat at home here.

Certainly, I have come to realize that this part of the world, from here to Rhode Island and on up the Narragansett Bay, is among the most breathtakingly beautiful in the United States. Therefore, it is with great respect that I speak out in favor of this important environmental and economic development plan, the modernization of the Northeast Corridor from New York to Boston and on to Portland, eventually. I believe in my heart that the benefits of the modernization are clear, a reduction in highway and airport congestion and air pollution.

I believe one speaker mentioned the ozone that might result from sparks from the electric motors. The ozone is definitely a problem. It does terrible damage to children's lungs. And, the air around Route 95, which runs through your part of the world, is among the dirtiest in the country.

I am also convinced that noise pollution is an important problem. And, that should be mitigated by the substitution of electric locomotives for diesel, which will result from the replacement of the heavy diesels now used on this route by much quieter electric locomotives.

In addition, the new trains that will likely be used on this route will have not only the ability to tilt -- the ability to tilt or lean in curves, but will have steerable wheel sets which will cut down drastically on noise generated by conventional trains when they go around curves, such as the curves near those children's homes, for example.

The economic benefits to the region of under three-hour service between Boston and New York and the other cities of the Corridor will be a boost to both business and tourism

travel. But more importantly, I think that those immediate benefits, if we can establish a true high-speed ground transportation route in the United States, beginning here in the Northeast, in the most densely-populated corridor, we will lay the groundwork for a revival of the American ground transportation industry. We all know what has happened to the economy of this region with the end of the Cold War.

As someone who has been very active in seeking new industry for this part of New England, especially electric vehicles, -- I think some of you may have seen me or seen my name in the paper in that context -- I think I am qualified to say that unless we work or put to work the great human and capital resources we have in Connecticut and elsewhere in the rest of the Northeast, that great sucking sound that Ross Perot likes to talk about will become a torrent.

I think the people in this room should know that Europe is spending 3.1 trillion dollars over the next 20 years and Japan, 2.1 trillion -- that's it, trillion -- on high-

speed ground transportation. If we'd like to have any jobs left in this area other than burger-flipping, I think we'd better look to our own infrastructure as well. This project is essential to the start of that effort in this country, in my view.

On the issue of EMF, electromagnetic fields, I'd like to point out that while there is overwhelming evidence of the carcinogenic nature and damage done by automobile and airplane exhausts, -- and the whole State of Connecticut is in a non-attainment area, by the way, as I think most of you probably know -- there is simply no credible evidence that railroad electrification poses any danger to the public. In fact, the evidence points exactly the other way.

The tracks from New York to New Haven have been electrified for 82 years. From New York to Washington, 60 years. If there were any kind of threat from that, it would have shown up as a massive health impact by now all along the Corridor years ago.

I don't quarrel with anyone who says we need to learn more, because we do. But there

is simply no such epidemiological evidence to warrant some of the things that have been said in relation to this project, especially the scare tactics in the advertisements that I saw in the New London paper which are despicable and reprehensible.

Lastly, as someone who was raised by a portrait and landscape artist, I think I have a real appreciation for the beauty of this part of the world. And, I would not want to see it disspoiled. The project proposed here will use a catenary system. Perhaps some of you have seen pictures of it. That will look, to all intents and purposes, like a trolley pole and wire, not the massive gantry-type of arrangement installed nearly a century ago south of New Haven, which is truly ugly in a massive sense. So, I think concerns of that sort should really be laid to rest. This is not going to be an ugly wire set. It's going to be pretty hard to see.

I believe that the -- You can see light poles, so you could see that; but I believe the Federal Railroad Administration, the Volpe Center, DMJM Harris, and AMTRAK have done a

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thorough job on the Environmental Impact Statement. And I hope that this important environmental and economic development project can go forward with all delivered speed.

Thank you very much.

MR. LEVY: Thank you.

Tom Wagner.

MR. TOM WAGNER: Good evening. My name is Tom Wagner, Planning Director for the Town of Waterford. I'm here representing the interests of the Town.

And as Peter Gillespie from New London indicated earlier, local planners have been involved in this project for the last two years, since the inception of the scoping process. And it was about two years ago in this particular room that we began that; and the chairs have become just as -- or, are still as uncomfortable as they were back then. So, I'll keep my comments brief so we can hopefully all get out of here.

We will be submitting detailed comments to follow up on the numerous letters, numerous meetings that we've had with all the consultants involved in this particular project involving each

component of the electrification project as it impacts the Town of Waterford.

My comments are going to be general. And, I'd like to start with some things relative to inconsistencies.

At the beginning in the scoping session -- and, maybe that's part of the problem with having been with this so long -- I saw so many excellent photographs of the Swedish or French-style catenary pole system, which were lauded as being aesthetically acceptable. We've heard quite a bit tonight about the question of aesthetic impacts. And certainly we have as much concern about the visual impacts and the lack of -- or the subjective nature of how that analysis was done.

But, those catenary poles as I saw them only exposed the wires that were necessary to transit the electricity to the vehicle, and did not include the electrical wires necessary for transmission of that electricity. I would assume that those wires were buried.

As part of this, that was probably part of the decision-making process as to how you were going to service this and the potential impacts,

although I didn't see it in the analysis. I think in general, the aesthetic appearance of the pole itself lacks the sensitivity that we were given or led to believe was going to be used in this. Certainly what we look at, if we're going to have to, and certainly some of us believe that this is a fait accompli, it should be a little more consistent with the way we in Connecticut have tried to approach the establishment and erection of public utilities, water towers probably being the best example.

The second issue in the report is relative to the Millstone Bridge, the numerous meetings we had with representatives from Northeast Utilities and the Town of Waterford's fire and police officials. In reading the report, it's very clear that someone has missed the boat. A bridge that carries two cars per day and two oil trucks per month is now listed as having an ADT of 4,000 vehicles and warranting a traffic signal.

What is particularly of concern was our reticence in allowing the closure of the bridge, and the lack of some response to some of our comments in the EIS.

I'd like to thank the Corps of Engineers in particular for the detailed -- or, the degree of detail they submitted in a five-page document that I believe gave me more in terms of the potential environmental impacts associated with the installation of electrical lines than I got from the whole EIS. And if they're included in the EIS, I apologize.

But, we will be submitting comments to the Corps on the methods intended to install the electrical cables underneath the Niantic River.

About three years ago we issued a permit for the installation of fiber optic cables by AT&T within the AMTRAK Corridor. A process of what we call side-long drilling was utilized, a process that was developed in the oil industry to get to difficult locations of oil. It's become very effective for drilling and installing wires underneath the beds of rivers. And, it does not require the installation of those wires through the process that's indicated in the Corps of Engineers' submission, which is to literally put two barges out there and divers in the water as a machine lays the trench bottom.

It's clear that the rip or the strong current that exists in the Niantic River was not taken into consideration. The potential suspension of sediment, not to say the potential hazard and threat to the safety of the divers, could all be mitigated by using this new technology. And certainly since it has already been used in this Corridor, there doesn't seem to be a reason why this particular prudent alternative shouldn't be used.

I was asked by our First Selectmen from a regional standpoint to bring up our concerns relative to potential impacts on the Navy from the reduced number of openings in the Thames River Bridge. And I believe that from the economic impacts, that standpoint should be addressed. And, I would like to know in the future -- or, at least our comments will request whether or not the Navy has reviewed this request and inputted any specific data relative to their future plans and how this might impact their future expansion plans or changes.

As I indicated earlier, we feel we haven't had complete addressing of our scoping comments. The inadequacy of the Niantic River Bridge was

indicated in the original Northeastern or NESEP (phonetic spelling) Project in '78 as needing to be replaced, which has yet to be done; the adequacy of the construction of those bridges to handle the catenary system or the clearances in terms of local permitting jurisdictional issues; and the question of fencing and its potential impacts on wildlife.

The Town of Waterford does expect in the future to continue to have direct cooperation with the parties installing these, whether permits are issued or not. We have advanced in the terms that we treat new development, and we expect that at least the standard or what we call best management practices for the protection of the environment during construction will be followed, whether you wish to apply for permits or not.

And I think that that only represents our concern relative to the stewardship, that certainly this particular facility of national significance as listed in the Coastal Management Act gives you certain priorities for being where you're located. It certainly doesn't necessarily alleviate your responsibility along

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with ours to fulfill our responsibility as stewards in the environment.

Thank you.

MR. LEVY: Thank you.

Dora Hill.

MS. DORA HILL: Okay, my name is Dora Hill. I have a statement; and, I would like to read it. If it goes beyond the five minutes, --

MR. LEVY: Just go ahead.

MS. HILL: -- Mrs. White has relinquished her time to me; okay?

Okay, I would like to address the proposed electrification project as it relates to the Village of Pawcatuck in the Town of Stonington where I live. I will do so by referencing sections of the Draft Environmental Impact Statement/Report, Volume 1.

4.4.4.1, train noise. The report states that train noise is caused by rolling interaction of train wheels on the track rail. The noise resulting from this interaction increases at greater speeds. This factor combined with greater frequency could result in a greater dose of noise energy at a given location in a 24-hour period.

So increasing the speed from 80 miles per hour to 100 miles per hour and increasing the number of train runs from 20 to 52 times daily will increase the impact of train noise on all residences adjacent to the railroad.

The mitigating measures outlined in Section 5.2.2.4 are iffy at best. Pawcatuck residents will not benefit from this increased noise.

Section 4.4.4.4, train vibration. The report states that train vibration is caused by the rolling interaction of the train wheels on the track rail, and the vibration resulting from this vibration increases with greater speeds. This factor combined with greater frequency could result in a greater dose of vibration energy at a given location in a 24-hour period.

So, increasing speed from 80 miles per hour to 100 miles per hour and increasing the number of train runs from 20 to 52 times daily will increase the impact of train vibration on all residences adjacent to the railroad.

The mitigating measures outlined in Section 5.2.2.4 are iffy at best. Pawcatuck residents will not benefit from this increased

vibration.

Section 4.4.4.2, electrification facility noise. The report states that the source of noise at the electrification facilities would come from transformers and ventilation equipment. Table 4.4.5 indicates that the paralleling station proposed at Mechanic Street in Pawcatuck may exceed the impact threshold for residences located in this impact area.

I did not find mitigating measures for this problem in the draft report. So, Pawcatuck residents will not benefit from having this paralleling station.

4.3.2.4, settings of historic properties. The report dismisses as "modest any impact that electrification may have on the Mechanic Street Historic District in Pawcatuck."

I do not accept this assessment at all. The greater portion of the homes in this Historic District are adjacent to the railroad. And, these catenary poles and wires have to have an adverse effect on these homes.

I would request that the report's statement be confirmed by the Connecticut Historic Commission.

4.12.3.1, wetlands. The report states that the paralleling station proposed for the Pawcatuck location will have no impact on wetlands because none exist, even though the area is classified as wetlands on State of Connecticut Soil maps. Why the discrepancy?

5.2.2.2, impacts at railroad stations. This section addresses impacts of proposed electrification -- the proposed electrification would have in the vicinity of railroad stations, both in project-generated traffic and increased parking demands.

The Westerly, Rhode Island, station is not listed as a station which -- in which ridership is expected to increase. So, Pawcatuck residents who use the Westerly Station for travel needs appear to receive no benefit from this electrification project.

5.2.2.4, impact along the Northeast Corridor. Property values. The report acknowledges that it is possible that some of the external effects of the proposed electrification, including increased noise, vibration, degradation of sensitive views, and public concerns regarding the electromagnetic fields may

have an affect on property values. Although it reports such affects cannot be documented nor quantified.

Common sense tells me that property values will probably be adversely affected by impacts which cannot be documented or quantified.

Pawcatuck residents whose properties abut the railroad and who are not benefitted in any way by this proposed electrification project may indeed find their properties devalued. What does the Federal Railroad Administration plan to do about this?

Electromagnetic fields. There are conflicting expert opinions and evidence as to the adverse affects on humans of long-term exposure to electromagnetic fields. The report states, and I quote, "To date, the consensus of the scientific community is that there is not conclusive evidence that a link exists. As a result, regulations regarding electromagnetic fields exposure have not been promulgated and guidelines have been suggested instead."

It is unfortunate and maybe it's pathetic that only guidelines are available and used to assess this important health impact.

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With regard to the at-grade crossings, this was not addressed, at least not in Volume 1. So, I didn't come prepared with any comments on that. But, I did speak at the hearing called by Representative Gejdenson.

And, I would ask that the Palmer Street Crossing in Pawcatuck be left probably gated properly, but to be left alone.

This report has not allayed my concerns. And, I don't believe that the impact statement has addressed Stonington's coastline as a whole. The Federal Railroad Administration is urged to study alternatives to this band-aid proposal.

Thank you.

MR. LEVY: Thank you.

Our next speaker would be -- Is it Ann Crotty? Did I pronounce it right?

MS. ANN CROTTY: Good evening.

MR. LEVY: Good evening.

MS. CROTTY: I'm Ann Crotty. I'm a broker of 20 years. I'm the manager of Westledge Real Estate in Downtown Mystic.

1 It has been the general consensus of my peers that this would have an adverse effect on the value of the properties in this area.

This is a very special strip of coastline. It's all little villages, charming. The noise, the vibration, the obstruction of views would definitely affect the values.

This past summer I had a reporter from the New York Times who called me and talked about the area, told me how much he wanted to come and live here. And, he called it -- and I quote -- "a little bit of heaven on earth."

Don't spoil that. Find another route.

Thank you.

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MR. LEVY: David Bentley.

MR. DAVID BENTLEY: My name is David Bentley, and I live in Stonington. I don't really have any problem with the electrification program because I live up in the north end of town.

However, before I start I'd like to comment about averages. I've heard a lot of talk about averages today. If someone was to try to strut walk across the Mystic River, based on the chart, it would show that right at the Mystic River Crossing it would show an average depth of a foot and a half. I don't think anyone

here would want to wade through that because there's a 20-foot channel in the middle.

If you're going to take any sound levels, they should be done at actual points, whistle points, bridges. Vibrations should be measured. That's the only actual way you can do it. You should do it today and then project sound and vibration levels from there.

What I'm interested in talking about tonight is that the bridges -- I'm retired from the telephone company after 40 years. I worked in all phases of construction and maintenance and outside plan.

(1) In the late 60's I was involved in a project of inspecting all of our telephone cables which crossed the rivers, which crossed at bridge points. These are parallel to the railroad bridges that cross the rivers and estuaries and streams.

Now, in order to do this inspection, we had divers go from wherever the cables were exposed down underwater to where the cables went into the mud. The armor on these cables was completely deteriorated. It was gone. And, these were put into place long after the

railroad bridges.

We started a project to restore that armor using a different method, a more modern method using an epoxy.

But during that job I observed with the divers the condition of the bridges, both the vehicle bridges and the railroad bridges. The surface of them -- The gentleman that was here before that tore off the piece of the bridge with his hand and brought it in, I observed this same condition in the late 60's. Twenty-seven years later it didn't get any better. I'm afraid that those bridges are next door to coming down.

I think that the State DOT -- And, the Mianus River Bridge is a good example. The lack of maintenance of pins on the bridges at Mianus River was a result of that crash.

Now, the maintenance on the railroad bridges is very, very limited. And as far as the steel is concerned and/or iron, because some of these bridges are built of iron, which is, it turned out, more durable, is completely deteriorated. You can take a hammer and pound on any of those steel girders and knock off

a considerable amount of steel.

The only way to examine those bridges is to have an x-ray test taken of the steel to see how much structure reliability is left in those bridges. I doubt if you'll find very much.

If any study has been done on the bridges and they say they're safe, I question the validity of the study because they are falling apart.

Now, any other bridges that are found to be effective and will require replacement, it will be necessary to take wetlands. And, we have an example of this in a recent replacement of the Mystic River Bridge. Much of the wetlands that were taken were about 200 feet wide and 2,000 feet long. So, this will have an impact on the wetlands.

Now, the other part of the bridge area that I'm concerned with is the piers that hold the bridges up. Some of these bridges were built with stone, with stone abutments, and they have stood up much better than the later ones with concrete and reinforced steel. However, they are all deteriorated. The vibra-

tion on these old stone abutments will just bring those stone abutments to a condition where they're going to vibrate and collapse. I feel that something definitely should be done as far as investigating that to make sure -- to ensure the safety of the passage on the train and anyone else that may be in the general area.

The other area of my concern is the cost of this electrification program. And, eventually those bridges will have to be replaced, if not sooner, in the not too distant future. That will be additional tax dollars of considerable millions of dollars. And, the tax dollar today is not relatively -- readily available.

Thank you.

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MR. LEVY: Thank you.

Joseph Geary.

MR. JOSEPH GEARY: Good evening. My name is Joseph Geary. I live on Chesebro Lane, Stonington, Connecticut.

As a little bit of background, I've lived next to the railroad tracks for the last 33 years and have had very little problems with

the railroad.

As far as getting an improved environment, I'm for it 100 percent.

I have two questions some of the statistics here, such as that getting rid of 24 trains is going to justify the expense of two to three billion dollars. If in fact we're going to do -- spend this kind of money, I would like at least to be able to pick up freight trains also so that we can get rid of 500 to a thousand diesel trucks going back and forth and really try to clean up the environment.

Well, anyhow, getting back to the report, the first thing that really irritated me was this figure E.S. 1-1 showing a map with a nice straight rail line about 20 miles inland through Connecticut. I'd sure like to see you put in a realistic one with all the turns and cutting right through the water as your charts out there show.

At the meeting of 19 November of '92 in Stonington I mentioned to the team that I felt there was a serious problem with sailboats in Stonington Harbor. During the hurricane just prior to the last one, 50 boats broke loose

and were washed up on the railroad tracks.

If we had had wires with 25,000 volts in there, it would have been devastating, especially if anyone had been on any of those boats.

As far as bridge clearances, on Page 3-30, the bridge clearance projects in the Stonington Area are none. And again, I haven't gone through everything, but I'm just looking at what are the impacts within 50 -- a half a mile from my home.

Volume 1, Page 2.6, it says the clearance required is 19.2 feet. You get into Volume 3, on Page 3.3, and look at the drawing there, the clearance for the height of the 25 kilovolt feeder is 27.3 feet. The height of the contact wire is 23 feet.

So, I took a walk down and measured the clearance for the footbridge that was put in two years ago. That's only 18.5 feet. Then I went down to the viaduct that took us about 20 years to get repaired. That's 17.5 feet.

Now, they were talking about, well, we'll probably dig ditches. It's only about five feet above sea level now. You dig down anymore, and that's going to be in the water at

every high tide. Then you're talking about pumps or something, an additional cost for that thing. Again, those bridges are going to restrict you from having any kind of a modern freight delivery service.

The visual modification determinators, in Volume 1, Page B-43, and Table 311-1, there's six residences listed as being impacted over a span of about five streets.

On Chesebro Lane alone, there's six homes that are going to be impacted. My home is on Chesebro Lane two houses down from the one home that was identified. I can see six telegraph poles on the train -- train tracks right now. So, there has been a definite -- as it seems to be, a trying to downplay the impact. And, I really question whether these numbers are correct.

Again, at the meeting on 19 November, I talked to the Committee that was doing the study and I said, come down to our place, take a look at the view. I can see Little Narragansett Bay, out over Napatree Point, and into the actual Atlantic Ocean.

The chart on your Volume 2, Page 10 shows

the location of my home looking out through there. And, it's in the Historic District.

At the grade crossings, again on this meeting on the 19th of November, the Chesebro Lane Crossing was listed as one of the crossings that was going to be considered. On Volume 1, Page 4.27, Chesebro Lane Crossing no longer exists.

We were told that no crossings would be closed without the approval of the State of Connecticut. AMTRAK went in there and put in -- it looks like either rails or eyebeams welded together on both sides of that crossing. It's impossible to get out.

Now, that is an evacuation route for the people on the other side of the tracks. If anyone saw the PBS series on the '38 hurricane and saw -- it was on last night -- and if you saw what happened to Napatree Point, this area is about two to three miles across the water from Napatree Point. If that's closed, there is no way that they are going to be able to get off that section of land.

The noise impacts. You list 707 residences that will have noise levels that exceed

threshholds. I'm an electrical engineer. I've worked in acoustics for 35 years. I had a very tough time trying to follow that study.

The electromagnetic fields. I think it's been quoted several times on -- in studies of residential exposure to EMF. Some have reported association of higher magnetic fields with child leukemia. Others have found no such associations.

And again, it has been reported that magnetic field exposure to children with leukemia were higher than those in residences without it. And again, the variabilities studied preclude any definitive interpretation at this time regarding the significance of human health. These studies are based on 115 volts, not 50,000 volts that we're talking about.

The report lists a very impressive list of references that may have been looked at. Just to list a few, with the idea that where there's smoke, there's fire, let's see: Inner Agency Radiation Research on Health Effects for Low-Frequency Electromagnetic Fields, Biologic Effects of Power Frequency Electromagnetic Fields, Case Control Study, Childhood Cancer and

Exposure to 60 Hertz Magnetic Fields, Exposure to Residential Electromagnetic Fields and Risk of Childhood Leukemia, Electromagnetic Wiring Configuration and Childhood Leukemia in Rhode Island, Childhood Cancer and Overheard Power Lines, Morality of Persons, Residents, in Vicinity of Electrical Transmission Facilities, Leukemia and Electromagnetic Fields, and it goes on and on.

The report did not really go into anything on the Swedish study that involved a half a million people over three decades and found the incidence of childhood leukemia tripled in homes near the power lines. The report did not discuss the Loma Linda Study where the number of cancer cells were reported to increase at one and a half to two times the rate in existing cancer areas as those areas not exposed to EMF's.

The report did not discuss the Fresno, California study where 21 cases of cancer were identified on one side of a school next to the power line where there weren't any on the other side. The report did not discuss the cancer problems right here in Guilford, Connecticut.

It was highlighted in the Courant, and there's several documents on that. On Meadow Street right near a power substation, significant increase in cancer. There's a place right in Mystic that there's a significant increase in cancer.

It's a very tough thing to tie down. It's going to be a function of frequemcy. It's going to be a function of exposure, the amount of exposure, the amplitude of exposure.

So then I looked in the study on -- Study 5, which was the EMF Study. And, I really questioned whether any electrical engineers or any cancer physicians had anything to do with that study. The first page of the study says, EMF's depend on the amount of current that's flowing. There was never the word current mentioned or measured again throughout that whole study.

You noted that adults are not affected as children are. These children are much more susceptible as they're growing up. Yet, the standards that were set up, Table 5.2, were based on "adult interim guidelines."

The study then went on to set up various

groups based on occupation, whether they lived -- whether they worked on trains, how far did they live from the tracks, from 50 feet up to 150 feet. My home is within 150 feet.

The EMF's were measured on the X-2000 train using frequency analyzers and meters. Then they used a "peak measurement." And then they used averaging EMF intensities that were measured in six locations in different sections of the tracks.

My concern with the validity of these measurements was of the six locations, one set of measurements was significantly higher than the others. So, what did they do? They eliminated it. When you make measurements of this type and you're trying to measure peaks, as this gentleman just said, if you're going across and trying to measure the depth of water, you don't go and measure over a very broad sector and average it out.

Now, what they did was measure with meters that won't respond to peaks, the maximum amplitude. They measured it with integrating frequency and analyzers, which again will not give you the maximum intensity of the signal.

Then they averaged it over extended periods of time.

However, they did put in in Figure 55, say, this is an average reading where you're having peaks going up to 380 milligauss, even though it's not a true peak reading, but you're seeing those kinds of readings on there. And then you look at where the point was plotted, and it said the average value is 4.9 milligauss. Now, there's something wrong.

It should be kept in mind that instantaneous pulses of power have a significant affect on the human body. You take a look at the MRI. What happens is you get a quick magnetic blast. Every single cell in your body reacts to that, goes into vibration, and that's how they can make these measurements.

So even a very short pulse impacts the body. And, of course, x-ray therapy for cancer has a significant impact. If you went in and measured the total amount of x-ray in that room over a 24-hour period and counted the time that someone got radiation treatment, you wouldn't be able to measure it. And, that's the kind of measurements that we're making.

Then on these trains, the X-2000, the measurements were made with a system at 12.5 kilovolts. What we're talking about is a 50 kilovolt system. The measurements were made with only one train on the track, not multiple trains, not trains going in a different direction, not a train that was fully loaded. There were no indications whatsoever of what the status of the train was. Was it actually at a speed coasting by these points where you don't need much power? What is the impact when you're trying to start up the train and accelerate?

There is absolutely no indication, as I said before, of any current levels, how much power's being drawn throughout this whole study. And so, I'm really concerned about the measurements.

Again, station exposures to people standing at the station trying to get on the train is at least 50 to 100 times greater than this "measurement behind the track" that they used as a reference.

Inside the locomotive the engineers are having 50 to 100 times more milligauss than

these beside the track measurements. Even though the report said, well, it will be an average of 21.7, there's something wrong with that kind of philosophy.

Now, all kids, we've seen some today, really are drawn to trains.

MR. LEVY: You're speaking to 15 minutes. I'd like to get --

MR. GEARY: Okay. I have just a couple more.

My children are. They're going to run and look at this train. They go on the footbridge. That wire is required to be only eight inches below the bottom of that footbridge. They're going to be standing right over that. There's no indication whatsoever of what kind of a blast of EMF they're going to get.

So what I'd -- you know, it also says there's 8,000 people that live within 150 feet of the right-of-way. But in this report, I think there's more concern for the mating of the American bitterns than there is for the people.

I would like to recommend that this study not be recommended until it's reviewed by a

competent panel of engineers and physicians and debated in an open forum, primarily because the health of the neighborhood children and my future grandchildren are seriously at risk.

I value my property. I just had it reassessed. A young man came in there and said, this is a beautiful home. You have a fabulous view. I wouldn't buy it for any amount of money because I'm going to have a young family. You're within 150 feet. I wouldn't touch it.

He also said that Barrington, Rhode Island, has had a recent reassessment with significant downgrading.

And I think we have to get -- and look at the public perception of a health risk, if in fact in the next five to ten years that definitive study does come out or the public says, hey, look at the cancer trend. The whole objective is to get people to ride on this thing, and it's going to be defeated. So, we've got to be very careful before we put three billion dollars of taxpayer money in here before we get a real white elephant.

Thank you.

MR. LEVY: Thank you very much.

Tim McDowell.

MR. TIM McDOWELL: My name is Tim McDowell. I'm a citizen of West Mystic. And I'm here, I guess, for the last time to say that I have trouble following the logic of what I've heard and read concerning the proposed changes to the Northeast Corridor as requested by AMTRAK.

Some of these issues I'm going to state tonight have been brought up tonight and at other meetings. I find it amazing that so many people can see these problems, and yet fail to convince the few that are in charge of making these decisions. I ask the FRA to rethink its logic concerning the proposals along the Corridor.

Some of these that I find particular hard to accept are what rationale allows you to buy European trains and equipment while U.S. workers could build the same trains?

I find it hard to accept the rationale which allows you to close several harbors, one of which is used by the nation's submarine fleet, for hours each day as your bridges are down for the 60 plus trains that would be run-

ning?

What rationale allows you to spend so many tax dollars developing a train system for business commuters when every year from now on fewer and fewer businessmen will be required to travel because of improved communications and computer technology?

(3) What rationale allows you to close countless road crossings for safety sake while at the same time introducing another health risk? As we just heard, the installing of electrification would expose every child and person living next to the tracks to dangerously high levels of electromagnetic radiation.

What rationale requires you to choose a meandering 19th Century roadbed to install a high-speed system?

I can't believe some of these decisions. What rationale allows you to believe it is safe to run a high-speed train along the coastline where dense fog often diminishes visibility?

Finally, I think you should thank a lot of these people tonight who have pointed out gross mistakes and errors in your own documents. I can't believe the number that have been listed

in these meetings.

And finally, I just want to know what's going to happen with all this ultimately? What are my statements going to bring about tonight?

MR. LEVY: I can answer that with two things. Just so you understand, one, the project itself is a direction from Congress; okay? The Federal Railroad Administration has been charged to perform the Environmental Impact Statement. The Congress has mandated the electrification directed to AMTRAK.

MR. McDOWELL: I've heard that --

MR. LEVY: The way the Environmental Impact Statement works, under the NEPA regulations is, this is why this is testimony. Each one of these comments have to be addressed. They're usually congregated if they're the same. If there's a noise issue, they look for common things. And then they need to be addressed.

The FRA will be meeting in a few weeks after all the transcripts are developed. There are two meetings a day, one in Massachusetts, one in Rhode Island, and one here in Connecticut. They will be looked at and decisions will be made as to what additional

studies need to be undertaken based on these comments.

Each one of the comments, either separately or collectively if they're the same, need to be addressed in the FDIS. They need to have a disposal. They just can't be shoved under the rug, supposedly.

You may not agree with the disposal and how they're addressed; but they need to be addressed. And, it becomes part of the public document.

If there are additional studies that the FRA feels are warranted, then they will be undertaken. And generally, the people that are involved will be advised of that because you need to be part of that process. Those decisions will take place in the next few weeks.

Then after all the studies are done and the FEIS is issued, it is an update of the DEIS that incorporates all the decisions of the comments.

The one thing also that it does is it enhances the mitigation process. As a lot of people have said, and it is not uncommon, that the DEIS is vague on mitigation because it

really waits for public comment. That is a big portion of the FEIS process, to develop what is the mitigation.

Then the decision needs to be made. And the FEIS will look at the alternative selection. One of the alternatives was no-built. If there's enough adverse impact, substantial adverse impact that warrants that decision, that will be a recommendation to the FRA.

Then the FEIS is published. It is finalized. It is published. And from that, the FRA develops what they call a Record of Decision.

Basically, if the publication is in the affirmative, that is, one of the alternatives is recommended to be done or more than one of the alternatives, then the FRA will determine what conditions it needs to impose upon AMTRAK, such as grade crossings, do not -- can't eliminate them, such as fencing, such as security, such as noise barriers, such as the requirements for operation. A lot of the concerns that were voiced today tend to become part of the Record of Decision if it is in the affirmative. And, that's how the comments

are used.

(Discussion held off the record.)

MR. McDOWELL: Well, I think a good example of the type of logic that has been hard to accept, if it be -- maybe the comments made by Mr. RePass earlier tonight who stood up in the audience, I just hope that after hearing all this, something changes with the way you think and make decisions, because long after you retire, myself and my children will have to live with these decisions. And, you know, this country, it seems like all too often, things that affect us forever are made on the briefest and sloppiest groundwork.

Thank you.

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MR. LEVY: Thank you.

Frank Williams.

MR. FRANK WILLIAMS: My name is Frank Williams. I'm from Noank.

And, I thought all along I was talking to somebody anonymous because I didn't hear any response. But, I think it was clarified. And, life is a series of compromises no matter which side we're on or where we go.

My -- I have to speak as an ignoramous,

but -- since I haven't read these earlier reports, but knowing the -- living in the world of applied and not in the world of absolute.

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As I look at your roadbed, it runs from, say, New London to Westerly. I just find it hard to believe that we could ever, ever think that this is the way to go for high speed and frequency -- for frequency of trains. It just -- The thing is just out of proportion. It's just not there.

I recall some ten, fifteen years ago riding the bullet trains in Japan. And something that impressed me was that they were all on elevated ways. And, the roadbeds had been rebuilt. And, that was some ten years ago, two or three times since the end of World War II.

So the thing that was quite obvious to me as I was eating my lunch and looking at a kilometer per hour in a mile per hour gauge readout and I was taking phone calls at the same time for some nuclear work, was that the radiuses on the roadbed hardly existed. They were essentially a pretty straight roadbed.

Now, as I look at the comparison with what we have here in -- from, say, New London

to Westerly, it's just -- we have a series of -- and, I -- I've not measured, but very sharp radiuses. And, it's self-defeating in terms of getting trains to follow with high speed and more frequency.

Now, how many times will we have to redo the roadbeds based on what we will encounter in terms of frequency and in terms of speed? It's just not there.

I strongly recommend that you use the alternate route, because in engineering principles, these don't add up.

Thank you.

MR. LEVY: Thank you very much.

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James Buckley.

MR. JAMES BUCKLEY: James Buckley, Mystic, Stonington side of Mystic.

I did appear at one of your other hearings, and I brought to your attention many of my concerns. And, after reading the report, I was disappointed that many of them were not addressed.

I started out last time as -- and, I'd like to repeat it for those that weren't here -- when AMTRAK has an ad, you can just visualize the train going cross country across the moun-

tains and all, the gorgeous vista, the views; and, we see no catenary poles or wires or anything like that, but just the beautiful landscapes. I can't ever visualize them showing an advertisement for travel on AMTRAK going through Mystic, Stonington, East Lyme, or any of those areas with all the wires that are elevated above the railroad tracks. I know we'll never see any of those advertisements.

When the railroad was developed, it was developed for a certain purpose. We had many towns and villages that were sufferalized along the coast because of good transportation by water and then rail. In fact, part of the rail system was by water when you got to the Stonington Area because that's where the rail lines had stopped.

Also, the automobile came about, and we became a little more -- we started to move outside those coastal areas.

We made a big mistake in developing the railroad along the coast as we did in Connecticut and in some other areas of the country. But, our forefathers really thought they were doing the best for those communi-

ties because it served the purpose at the time. I can't see us making the same mistake and enlarging upon this mistake and spending billions of dollars to do it, to electrify it, to bring in high-speed trains.

I am for high-speed trains. I want you to understand that. But I think the engineering of it as is is void. First of all, I think you could have -- there are so many engineers out of work right now, that we could develop a system of possibly a third type of a track which would be a T-type track with brushes that would go underneath it with relays that would turn on just sections of track every so often so that no one could be injured, like every 200 yards or something. The other one would shut off as soon as the engine went by.

I realize it's an engineering feat, but we have terrific engineers here. We were the industrialized nation of the world, and we still are. We still have the capacities and capabilities of doing such a thing. And, I think it's such a shame that we're not incorporating this into some of the designer possibilities of the way we could do this.

In the report they addressed some of the nature preserves that were being -- might be disturbed; but they didn't go into great detail. When they put the railroad tracks in, they actually caused a lot of stagnated waters within our region. And, I know. I own four different properties within the Stonington Area; and my properties are very near where these stagnated waters are along the tracks. They showed nothing that they recommend allowing these little estuaries or these streams to flow better or that are stagnant on the land side of the tracks. They haven't addressed how -- where they're going to allow the deer and all the other animals to live once they've put the fencing or whatever was necessary for the safety and welfare of people that might try to cross the tracks. The day those fences go up is the day that those deer and other animals live on the other side of the fence. So, it's whatever side of the tracks you're from, that's where those deer are going to be.

But, I am definitely against destroying the vista, especially as you come over Wilcox Hill and all this.

And in your report you had photographs of the catenary poles and the wires, well, gentlemen, I thought that was lousy. I thought the pictures were of very poor quality. In this day and age we can produce better pictures than that. You show a washed-out picture with washed-out poles, and your eye is carrying it way beyond the poles. You don't show the shadows and the lines that would really stand out against the brightness of the sky or of the water.

Please don't compound our mistakes. Who benefits by this? The people traveling from New York City or the people traveling from Boston. None of us are benefitting by it. It seems like we're all going to get hurt in some way or another, or we wouldn't be here this evening. I think we should definitely look at other possible routes. But, don't cause other people harm either.

We understand that part of the route might have to be along these lines, but maybe we can improve upon what we have here and make it a model for other nations to look at it. We're talking about Sweden, Japan and all,

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and we're not even coming close to what they have. And yet, it's costing us billions of dollars to do it. Gentlemen, don't make the mistake.

Thank you.

MR. LEVY: Thank you.

James Gibbs.

MR. JAMES GIBBS: I have a letter I'm going to submit afterwards. I'd just like to read a few excerpts from this. My thoughts are addressed from the dual perspective of a resident living close to the rail corridor and of a professional with experience pertinent to many of the issues at hand -- particularly with respect to the historic resources which may be impacted adversely.

For the record, I reside at 14 Jackson Avenue in Stonington, Connecticut. Our property overlooks the rail corridor with significant views of the Mystic River beyond and of the Mystic Harbor in the foreground. Our house is an historic 1864 structure, located in the Mystic Bridge Historic District.

Professionally, I am principal of Mystic Environmental Design, an architectural and

planning firm specializing in historic preservation. Two years ago, I prepared a comprehensive historic and architectural resources survey conducted under the guidelines of the National Park Service for the Town of Groton, through which the corridor passes, which I find as a potential threat in this whole electrification. As far as I can tell, that report was not reviewed as part of this impact study.

While I share many of the other concerns which are being raised about the corridor, I shall limit my thoughts here to areas where I can offer some real expertise, as well as to specific concerns I have regarding my own residence. In particular, I have serious concerns about the adequacy of the current impact study's Technical Report No. 3, which pertains to historic resources. According to the impact study, the Corridor Improvement Project constitutes a "major federal action". As such, Section 106 review processes specified by the National Historic Preservation Act of 1966 are automatically triggered. Thus, Technical Study No. 3 has been drafted as part of the overall impact study.

By law, should such a study deem that

the project may have an adverse effect on historic resources, an ensuing design review process must be undertaken following National Park Service guidelines. In Connecticut, this regulatory process is coordinated by the Connecticut Historial Commission. Again, by law, such design review must minimize any adverse impact unless it can be shown that no "prudent" alternative exists. Because the rail corridor follows the shoreline and the historic Lower Post Road, there is an unusual concentration of historic resources along the same. Indeed, Technical Report No. 3 singles out the Stonington, Mystic, Noank area as an especially significant cultural resource located directly on the corridor.

Yet, the report summarizes that on the whole the proposed corridor improvement project has no adverse impact on the historical resources located along it. As such, it can be inferred from that report that an ongoing Section 106 design review process will not be required. This I object to. According to Technical Report No. 3, visual impact must be considered as a potential adverse impact. Yet, Technical

Report No. 3 states that its finding of no adverse impact in this regard is based on the fact that in general, historical resources back onto the rail corridor.

In many cases this may be true, but to cite just one example, this statement is absolutely incorrect with respect to the historic village of Mystic, which in turn is comprised of the separate National Register Historic Districts of Mystic River in the Town of Groton and of Mystic Bridge in the Town of Stonington. Both districts are historically and architecturally oriented to the sea via the Mystic River.

The railroad was constructed through the village in the last century in lieu of a crossing further downriver on the promise of bringing transit service to the front of that community. However, while there were once more than a dozen rail stations in the Towns of Groton and Stonington alone, now there is just one -- in Mystic where the train stops, I believe, only twice a day in each direction.

Moreover, through the years the rail corridor has been widened and raised above flood level bit by bit, closing off Mystic Village

from its down river orientation. The current project will only worsen this situation, impacting on historic views down river, which are very much part of the historic integrity of the two Mystic historic districts, and further limiting public access to the historic waterfront.

One need only look at what the railroad has done to the historic village of Niantic in East Lyme where once there was a fully accessible European style local light rail service along the strand, and where now there is only complete isolation of the waterfront from the heart of that community. AMTRAK's derelict maintenance of its right-of-way only further contributes to the destruction of the village.

The impact of the proposed corridor improvement on such historic districts is very real. And if electrification is to proceed, there are mitigating improvements of the existing corridor which should be explored. These right-of-way improvements, be they landscaping, public access points, appropriate fencing, or whatever, should be developed by the full

and due process of the Section 106 requirements of the National Preservation Act.

The second reason that no adverse impact to historicr resources was reported by Technical Report No. 3 was that no structural damage is anticipated as a result of any historic resource. For instance, the report notes that while increased noise might be a nuisance to occupants, it does not constitute a threat to the structural integrity of these structures. A similar statement was made regarding any increased vibration.

I have no reason to argue with thses statements, except to note that elsewhere in the impact study (Section 4.6.1), two alternative measures are recommended for mitigating the impact of increased noise levels, which in Mystic will by the report's own statement equivalent to a rock band, i.e., on the order of 110 decibels, well in excess of the U.S. Department of Housing's own standards.

The first alternative measure recommended for mitigating this noise hazard is for the federal government to purchase impacted properties, presumably for razing. This alternative

may be suitable for non-historic structures, but is quite obviously totally unacceptable in historic districts where other federal regulations would prohibit such destruction.

A second recommended alternative measure recommended was for the federal government to provide effective sound insulation for all impacted houses. I know that this alternative has been used in the past, as for instance in residential neighborhoods surrounding airports. Generally speaking, sound insulation requires both insulation of exterior walls and installation of soundproof glazing, both achieved only with difficulty in historic houses.

Moreover, since acoustic glazing must remain closed to be effective, similar prior retrofitting programs for sound attenuation also have had to include central air conditioning for affected structures, which in turn has required individual subsidies for increased electric usage. I wonder if AMTRAK is prepared to do this.

In Mystic, the impact study states that the distance adverse noise impact can be expected will increase to 500 feet from the rail

corridor, largely as a result of horn blowing. This would entail acoustic retrofitting of hundreds of historic houses in the Mystic districts alone. Yet, Technical Report No. 3 finds no adverse impact.

Still worse, Technical Report No. 3 failed even to include in its inventory of affected historic resources the entire Mystic Bridge Historic District, which comprises hundreds of structures and abuts the rail corridor in the Town of Stonington. Instead, it notes only three separate properties in that district which are said to be potentially eligible for the National Park Service's National Register of Historic Places. In fact, I believe all three are already on the National Register as part of the Mystic Bridge Historic District.

How the impact study could overlook one of the most significant historic districts along the corridor is beyond me.

My own house, which lies within the Mystic Bridge National Register Historic District about 250 feet from the AMTRAK right-of-way, is one of a number of structures in the district which are potentially adversely impacted,

but which have not been documented properly by the study.

In my own report submitted to the Town of Groton in 1992, still other recommended historic districts were noted which may be impacted, but which also have not been properly inventoried as part of Technical Report No. 3. Extrapolating from my perspective here in Mystic, I can only wonder as to the adequacy of the historic survey along the remainder of the corridor.

The impact study states that Connecticut environmental processes are not triggered by the current proposal. I cannot confirm or deny that statement, but question why the Connecticut Environmental Policy Act of 1973, which extends its coverage to the historic and cultural resources, is not, in fact, applicable.

Also, as noted in the impact study itself, the Department of Transportation Act of 1966 prohibits impairment of resources if other prudent alternatives exist. These alternatives must be considered as part of a Section 4(f) evaluation. Such Section 4(f) review require-

ments extend specifically to all "eligible" National Register properties.

Moreover, "proximity impacts" trigger this section. Interestingly, the Transportation Act states specifically that the "no-build" alternative must be considered as such a prudent alternative.

Along with the Mystic Bridge Historic District, both my own residence and those of my neighbors are mysteriously absent from the inventory of potentially impacted historic properties. In addition, my residence maintains what should be considered by the impact study a significant view, a view down the Mystic River all the way to Fishers Island, and a view through which the rail corridor runs. As such, there is potential for negative visual impact.

And, a number of properties in Mystic Bridge, in addition to mine, warrant inclusion on the report's list of such properties which might expect a decrease in property value.

However, I would like to note that by following the full and proper regulatory design procedures in place to protect historic re-

sources, there is a potential for the visual enhancement of the corridor and causeway, which at present are physically neglected with other overhead utilities strewn along a weed-infested corridor. Proper consolidation of these utilities allowing only the new catenary to be exposed might indeed represent a visual improvement.

What our community needs, if the federal government is insistent upon spending its railroad funds, is viable, light-rail transit and not the high-speed express which will come only at the considerable cost of our own community.

Thank you very much.

MR. LEVY: Thank you.

Amy Hainline.

A VOICE FROM THE FLOOR: Amy, I believe, had to leave.

A VOICE FROM THE FLOOR: She's here.

MS. AMY HAINLINE: I am an early riser, and it's getting late. But I'll stay for two more minutes.

My name is Amy Hainline. I've spoken before at several of the other meetings that were held, one last year in Stonington in

November.

My friend Ted Rice asked me to speak tonight. I think he was trying to cover all angles, which certainly have been covered tonight by other speakers. And, he asked me to speak specifically about noise and vibration, knowing that a year ago DMJM Harris sent representatives to do a noise and vibration study in our front lawn.

And, I didn't need the Environmental Impact Statement to tell me that we had a very severe vibration problem at our house. We installed -- Sixteen years ago when we first bought the house, we installed a tile bathroom. And within six months we had no grout left. And, that was pure vibration from the railroad.

We have a granite block foundation, and have no -- the ground isn't -- the word cement isn't the word -- mortar, whatever, nothing's left between the stones on that either.

And, I very selfishly agreed, or very nicely, I guess, agreed to talk about noise and vibration. But, that's not really what I wanted to talk about.

What I really wanted to talk about was the EMF's. My house is exactly 31 feet from the tracks. And, we'd like the railroad -- we'd like to know that an alternative will be presented to me. I own seven acres. I am assuming that if the railroad is putting my family in an unhealthy situation, that the railroad would be willing to move my house to a healthy location within my own property.

At the same time, crossing the railroad tracks -- and, this was something that I addressed at the meeting a year ago -- that I do have an illegal crossing. It was legal up until the 1940's. There was an actual, physical crossing there; and it was removed at that time.

And that, incidentally, is not in the environmental report either.

There are alternatives. You can give me legal access to the Mystic River. There is a railroad bridge that's -- goes over a cove that -- that is part of my property that I own right up to. But, the bridge is constructed in such a way that at dead low tide, I can't get a rowboat in and out of it. And,

that's because the cove is silted over; and that, of course, is due to the railroad causeways over it.

I was really upset to find out earlier this week that Volumes 2 and 3, although I guess Volume 2 is not available to anybody, but Volume 3 has been issued. But as Cassandra from DMJM Harris told me tonight, I'm not eligible for it because I'm not a librarian, I'm not a State Representative. So --

MR. LEVY: Just ask.

MS. HAINLINE: Oh, I've asked. I asked in writing, sir, and all I got was Volume 1.

MR. LEVY: Okay.

MS. HAINLINE: I hope you haven't yet spent my tax dollars on the final payment for the Environmental Impact Study. The lack of inclusion of pertinent facts brought up at previous public meetings is an insult to those of us who have spoken.

And, I guess that's about all I wanted to tell you. Thank you.

MR. LEVY: Thank you.

Jack Steel.

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MR. JACK STEEL: Jack Steel. Hopefully I don't lose my voice here. Wilcox Road, which is recognized in the report as a not-historic area.

I'd like to read a couple of things. Connecticut will be the first state in the country to use funding from the Federal Intermodel Surface Transportation Efficiency Act, or ISTA.

The Tidal Wetlands Restoration where highway and railroad causeways have impacted the coastline from the Department of Environmental Protection, Office of Long Island Sound Programs, dated 12/92.

Also in the Comprehensive Conservation and Management Plan, the draft of January, 1993, Long Island Sound Study, it also says, use of ISTEA funds to reverse direct and indirect impacts caused by transportation facilities. It would be nice if this was in the study.

I am visually impacted by where I am, and also can see some of the folly involved in some of this whole issue by just going down to the tracks after the past two hurricanes. The past two hurricanes, at low tide it was lapping

at the rails.

And, this quote comes from the Coastal Management in Connecticut beyond the first decade. And this was dated March, 1988: Water dependency. One of the most important concepts contained in the Coastal Management Act is that of giving priority and preference to new shoreline development projects and activities such as marinas, shipping terminals, and fisheries facilities that by their nature require waterfront location.

The Act also prohibits the conversion of existing water-dependent facilities to other uses, such as condominiums and hotels, that could in fact be located inland.

As a result of the provision of the Federal Coastal Zone Management Act requiring that all federal projects affecting a state's coastal zone be consistent with the state's approved Coastal Management Program, AMTRAK has built a footbridge to the railroad beach in the Niantic section of East Lyme. The railroad's plans to repair and fence off the track would have prevented people from safely reaching the popular local and fishing and sunbath-

ing spot. Negotiations between State Coastal Management staff and the railroad feel that results benefitting both public safety and recreation can be reached. It would be consistent with the DEPCAM that this should be required whenever necessary, increased public access.

As a way to increase preservation of fragile marshland, many towns establish wetland setbacks as a component of the municipal coastal programs. The names of the different municipal coastal towns, Stonington, Groton, all increase the setbacks outlining the State's Coastal Management Act by specifying that all new construction must be placed a set distance away from nearby tidal wetlands.

It goes on to state -- I'm not going to read the whole thing here -- that basically the 388 acres of marshland in Barn Island in Stonington provide Connecticut with unique wildlife habitat and recreational opportunities.

And it goes on to state, this is only the beginning of a series of planned marsh restoration activities that will attract more waterfowl and shore birds to the area. And it

will increase recreational opportunities while returning sections of marsh to their actual natural state.

And, it seems to me on one hand the DEP has a policy to attract more waterfowl, and on the other hand, AMTRAK is erecting new poles and wires with faster trains. And, what impact does this have on our wildlife that thrive along the tracks in these marshes?

The State's Coastal Management Act protects scarce shorefront sites by placing a high-priority on water-dependent facilities and activities other than -- Excuse me.

Other -- Other uses that do not require waterfront location. Towns have come to rely on coastal management policies, technical assistance, and publications to address development issues as diverse as impacts on resources, open space, permit simplification, port facilities, density restrictions, dredge materials, management and aesthetic design.

And just a few comments from your report. One was the route alternatives. Does not show the economic benefits in moving this away from the coast.

And the catenary installation with the construction installation, the catenary steel poles, what environmental impact would there be within the coastal flood plain and the wetlands?

Substations, you say overhead or underground wires, which is it? And, how will you get the power to the substations?

Again, I asked at the last meeting, was -- what's going to happen to the poles that exist currently, the CL&P lines? And I never was given an answer. And, that doesn't give any answers.

And then, assessment of service alternatives. I have a proposal for you. Either forget the high-speed trains or move the trains inland. Restore the coves and increase access to the waterfront and maintain the line as a commuter line to service the needs of our community.

Under the Federal Coastal Zone Management where it's encouraged to protect the natural resources, what is being done to protect the ospreys and herons and other wildlife? The ospreys are building their nests on CL&P poles

on the right-of-way. Over the years, with the increase of speed, it will directly affect these habitats along with other birds, such as herons, that fly very slowly.

For some reason, they like these poles, and CL&P doesn't have a policy. And, I haven't seen a policy here.

And then, under existing land use, you missed -- I'm sorry -- other protected areas, you missed one large area in Stonington. You name a number of other parks, but -- and preserves, but the land trust, the Mashantucket Land Trust has quite a bit of property that abuts the trains over by Latimer and Lord's Point and the Quambaug Cove.

Just a few more.

And, how do you plan to protect the state listed endangered species?

And I had a question on Wilcox Road, rural historic district. It says, should the FRA determine in consultation with the SHPO -- What is the SHPO?

MR. LEVY: State Historic Preservation.

MR. STEEL: Okay.

And again, it was stated earlier that

a number of people were not listed. You have from the visual modification determinations, for visual sensitive receptors, you have everybody on Wilcox -- it says avenue, but it's road. But, you missed the east end that looks to the south towards AMTRAK. And the VMC would be quite different because we are lower than where the photograph was taken in the book.

And in closing, back to this wonderful book here, we all have an environmental -- in fact, this is from the Coastal Area Management -- we all have an environmental and economic development in the future of Connecticut's coast. It is our responsibility and our gift to future generations. I think everyone can agree with this.

The only difference is, I would like to see a different gift other than this one.

Thank you.

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MR. LEVY: Thank you.

Moving right along, James Missanti.

MR. JAMES MISSANTI: My name is Jim Missanti. I live at 195 Seneca Drive in Noank.

I spoke this afternoon in the Old Saybrook meeting. I'd like to refer to those comments

and re-enter them in the record for tonight and save all that time.

MR. LEVY: Thank you.

MR. MISSANTI: All right, I'd like to go right to the --

MR. LEVY: It is so noted.

MR. MISSANTI: -- specific areas of error, commissions of error, omissions of fact, in the EIS and the Draft Statement by page and by paragraph so that you can -- I can share that information with you. And, I hope that you can stop the check in the mail so that, you know, that Harris doesn't get paid for first-rate work if they did second and third-rate work.

I know I never got paid for first-rate work unless I did it.

Before I go into the specifics, you know, I'd like to just suppose that I was the Chairman of the Board of AMTRAK and that I had asked for an engineering study to build a high-speed rail line, or if I was charged by Congress with electrifying results or something like that; and my engineering staff brought me in this twisting, curvy thing and said, here it

is, Boss. You know, this is where we're going to put the high-speed trains.

Boy, they'd be out pounding spikes in the ties, because you just can't run high-speed trains on that business that you have (indicating). It looks like something John Madden wrote after one of the runs through the line, you know, when he does that chalk stuff on your television screen. Only that's straighter.

The specifics: We were -- I'm concerned about the noise level and the vibration level. Those two should go hand-in-hand. Where you have vibration, I think you have noise. Where you have noise, I think you have vibration, unless I missed that. I know the EIS said that.

Now, take noise level readings at Miles 131.3, 131.8, and 132.5 on the stretch of track that I'm concerned with. And, that's where the horn blows. And, you got readings of 90 to 114 decibels. And, that's kind of interesting.

I think the EIS mentions that you can count on a reduction of noise because they'll probably put bridges over those grade crossings, and then they won't have to blow a horn.

And, that's not really a good answer for a reduction of noise because you're still in an issue on grade crossings. That's an open issue.

Then I think -- I say to myself, gee, if I was on a train doing 38 to 40 miles an hour, which is what they do now when they go by my house. I'm 200 feet from the railroad. And, that's part of my view. When the train isn't going by, I can see over the track out into Fishers Island Sound. That's kind of pleasant.

And right now when the train goes by, it's an acceptable interference with my view and with my lifestyle. It was there when I built, so I'm -- I accept it.

I just don't want it to get worse. And, I don't want it to impact my property value.

Well, now, if the train's going to be 75 miles an hour going through my area, no longer 38 to 40, who is going to have to blow the horn earlier if we still have grade crossings. If they blow the horn earlier, that probably puts it right out in front of us; and, that's going to make for tough sleeping, especially in the summertime.

And, you know, if that really happens,

a lot of this is if, I'd like to get a recording of that and share it with all of you in the evening hours at high decibel level.

And again, I shouldn't pick on you guys. You guys are really just representing the public part of this process. You've been given your working orders to electrify the railroad.

And, I wish somebody could electrify Congress. Maybe we'd get something done right down there.

I asked for noise level readings at the location that's closest or most nearly impacts my property. And, I haven't got those. And, I don't think I'm going to get them.

But strangely, we had a vibration reading done there. And, of course, I don't know whether you can count on vibration equals noise. I don't know whether that's a true statement.

A VOICE FROM THE FLOOR: Close.

MR. MISSANTI: Close. It's something to look at, anyway. But why they didn't take a noise reading while they're doing a vibration reading is beyond me.

Of course, now vibration, we're on the water there, and I don't imagine vibration

is transmitted as well across the water as it would be over, say, spongey land if we were connected to the roadbed. We're not. There is water between us. And the sound, of course, would travel better over the water because we don't have any bushes, trees, or shrubs.

And, I wouldn't want to put an eight-foot barrier there because then you'd be selling the space for billboards and we'd be looking at advertisements like in Yankee Stadium. That, we wouldn't like.

On Page 5-20 you have a grand summary of all the adverse impacts of -- that you've been dealing with in Sections 1, 2, 3, 4, and ad infinitum, ad nauseam.

Well, at five twenty you fail to record the vibration study you took at Mile Post 129.5. You do record the adverse visual impact, which I'll get to in a minute, if you build this electrification. But you recorded it at Mile Post 130 instead of 129.4, which you identify in the EIS as the location of the adverse impact. That's just sloppy, sloppy transferal of facts; and, that's not good.

You see, when I keep reading these things

and I say, well, gee, what about the stuff I don't understand? I suppose that's all bull too, that's all false. I have to assume that when I find error after error.

One of the other speakers mentioned the fact that you refer to the Palmer Cove that we live on as Jordan Cove. Well, that isn't so bad. It's about ten miles away. That isn't too bad an error. But, you do it twice. It's mentioned twice in the EIS. And, I'll give you those pages, Page 3-27, 4-43 referred to the Seneca Drive, Groton location as being overlooking Jordan Cove, which is in Waterford.

I imagine that Nathaniel Palmer would be offended. You know, he discovered Antarctica and they named the cove after him. I'm sure he'd be offended.

On Page 2-6, Paragraph 2.3.2, one of the realtors that spoke referred to property values. Well, you folks, you're the folks that wrote the EIS. You say that the major determinants are house quality, size, lot, taxes and schools. And, these are -- And, that a small proportion of the residences along the Corridor will be impacted by visual changes. A small proportion.

Nowhere does it mention location, which is really -- anybody that's ever talked to a realtor has heard location, location, location as the most important real estate factor in value. And whoever wrote this never dealt with any real estate person. Even though they address the issue.

And Page 2-14, the EIS states that property value is negatively affected by the perception of EMF, and that those closest suffer the greatest loss of value and those further away suffer less value loss. But, I've heard a lot of stuff that's more important to me than the loss of my property value tonight. And, I think this whole EMF issue is like the tobacco issue. We're going through a period now where there is pro and con on both sides. And the truth is going to come out. And I hope it isn't at a time when you guys have to tear the wires down and go back to diesel.

Specifics. The EIS is flawed for never having in there any record or any reference to the experience overseas. You don't mention that the Japanese tore up their tracks and had to lay down solid concrete roadbed because

of the impact of the metal-to-metal. It was just so horrendous, it tore the roadbeds apart. And, those were new, straight roadbeds that they built specifically for high-speed trains. And they tore them apart.

And, I think one of the other speakers, Frank, mentioned that they rebuilt it twice in Japan.

Let's see. I don't think I have any other specifics.

I do know on Page 4-43 it says that the house at 211 Seneca Drive is classified as suffering adverse visual affect to the degree of four. And, that's where I live. And we certainly don't want that.

Lastly, the paralleling station in Hoank. Again, the EIS refers to this paralleling station being built on an abandoned parking lot. That's just not true. The parking lot is not abandoned. It's used all summer. They have rock concerts there at the beach. They have volleyball contests. They have concerts every Thursday night. The parking lot's overflowing.

We walk from our house down because there's no sense taking the car. People park on our

street to go down to those events. So, that's just not true.

Also, the paralleling station is -- if you try to read through that, if you look at that map, there's no elevations on the map. So then you go to Volume 3, which is the one that's too expensive for us average guys to get, and you go to the library and Volume 3 -- is it the one with the maps? -- well, they must have xeroxed the map of that Noank station 50 times because the detail is obliterated.

The elevation there, my own experience, is somewhere around eight feet. It's in the flood plain, which means you're going to fill in that land, put up a pad to build the station on, and the station is going -- I think it consists of transformer and voltage setups and whatever, and I'm no engineer, but I visualize in my mind, here's the wires coming out of the top of the transformer to go up to the top of the catenary to deliver the electricity. I don't think you're going to put it in the bottom of the pole and run it up the inside. You're going to go right over the top and connect with the catenary.

And, that's going to be an interesting visual effect because the people living at 235 Seneca Drive, they're right across the track from that. That's going to lie between them and their view of Fishers Island Sound. You just knocked them out of the ballpark.

Now, not only that, but then you refer to the noise level of fans and air conditioners in the paralleling station. And now, that's been elevated. You don't take into account that that's going to be transmitting over the top of the neighborhood.

Now, you reached me again at 195 down the road.

Those are really my specific concerns. I think that the statement is flawed, seriously flawed. And I'm only talking about my two-mile stretch. Good grief, I heard so many other speakers talk tonight about the errors.

Come on guys, you're buying an important piece of consulting work. Somebody should have proofread it before they put it out, before they published it.

That's all I have to say. Thank you very much.

CFH-5,5

MR. LEVY: Thank you.

Wallace Fenton.

MR. WALLACE FENTON: I do have a copy of the remarks (indicating).

MR. LEVY: Thank you.

MR. FENTON: I spoke at the Old Saybrook meeting this afternoon. And my reason for coming tonight and for going there was to talk about the affect of the increase number of trains on the boat traffic because of the bridges not having as much time to be open.

I am heartened this afternoon -- or, this evening to hear a number of speakers address that because I thought that I was the only one that had thought of it, since it's not included in the draft statement at all. It's totally ignored.

Just a quick summary of the impact of the bridges on the boat traffic. The affect on the Submarine Base, we're very dependent upon that as an economic basis here. And, a lot of people worked hard to keep it from being closed. If the ships and submarines have additional trouble getting through the bridges, the existence of that Base could be

in jeopardy again.

The Coast Guard Academy also could be affected.

We have significant ship traffic through the bridges. There are also marinas and boat yards located upstream of the rivers. Their business depends on boats getting to them.

And then there also the boaters themselves as people affected. I almost never find a bridge open when I want to take my boat through. I usually have to wait ten or fifteen minutes, and sometimes more, for the bridge to open.

An article in Soundings, a newspaper, that's this month, says that the Metro North Railroad has petitioned the Coast Guard for permission not to open the Mianus River Bridge in Greenwich at all during its rush hours. That's a total of six and three-quarter hours each weekday.

So, we can theorize a little bit about what might happen with a lot more trains. Down there they've got a lot more trains. That's what's happened. They petitioned not to open the bridge at all during rush hours.

So, the affect of increased train traffic

on boat traffic is totally ignored. And, it really should be addressed in the next version. And, I'm sure you will because a number of speakers have mentioned it.

In my view, the effect on boat traffic, when added to the other drawbacks of increased noise, spoiled views, increased danger due to radiation on people, and on radio and television reception, and also various other things that people have mentioned tonight, makes this project a real loser for this region. This plan makes the people here victims for the advantage of the few people who will ride those faster trains. This is a government operation and should be managed for the benefit of all the people.

If you really want to speed up the trains, you should seriously consider moving the roadbed inland out of the congested area where it is and build it as a modern high-speed route without excessive curves. I believe I heard at a recent meeting that even the railroad considers that eventually the roadbed must be moved. Let's stop the present project and do the job right with a new roadbed.

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A bonus to the railroad would be reducing the danger of having a bridge damaged by heavy boat, as happened in the recent tragic derailment in a southern state.

Thank you.

MR. LEVY: Thank you.

Albert Peck.

MR. ALBERT PECK: I know the hour's late, and the day is almost done. And, I did put a paper that my co-author George Haikillis and I authored into the press -- into the record, rather, this afternoon. I'd like to just take a few minutes, if you would, this evening to embelllish on many of the comments that I've heard tonight.

First, I think everyone who's testified this evening, it is certainly a citizen input that I think made us all think. I mean, these are citizens of the United States and the great State of Connecticut.

My mother was born here, who had definite ideas about why this project shouldn't be built.

I'd like to just take a few minutes and focus on why AMTRAK is electrifying in the first place. I'm not sure too many people dealt

with that subject. But, let's talk about it for a few minutes.

Electrification of the New York-New Haven and Hartford began in 1907 when they electrified from, basically, the Woodlawn area to Stamford. And in 1914 they completed what at that time was a state of the art 25-cycle -- 25 hertz, if you will, 11,000 volt AC electrification. It replaced steam engines.

Steam engines, if you remember, -- and, I'm sure many of you do -- belched a lot of black smoke and steam and tended to soil wash on lines. Also, it tried to make breathing somewhat near the railroad. This was a very good reason for electrification.

Schedules would be shortened, more people would ride the trains, enriching the coffers of the then New York-New Haven and Hartford Railroad.

The Pennsylvania Railroad also electrified from steam locomotives in the mid 1930's under a WPA project under Franklin Delano Roosevelt. And this, too, was an advance and let traffic move very frequently and very fast between New York and Washington, three hours

and 35 minutes. It was done just before World War II broke out and was a boom to moving both personnel and freight between our nation's capital and New York City.

So, the war ended. The depression was over. We entered into what we call Post-War Posterity. The diesel engine came on the scene and made high-speed rail service a possibility.

Well, AMTRAK inherited this railroad when they bought most of it. AMTRAK, if you remember, was formed in 1971 as the National Railroad Passenger Corporation. And they decided that one of their premiere routes was -- it was before under the private ownership Washington to Boston. The only problem was the New York to Boston segment was always sort of the step-child. It was always very, very slow. I say that sort of in context and with tongue-in-cheek because I can remember riding the advanced Merchants Limited with my father for an Edison Electric Institute conference in Boston and coming down from the Back Bay -- actually, Boston South Station to Grand Central at that time in three hours and 55 minutes. I remember riding the Yankee Clipper

going north in four hours. AMTRAK can't match the schedule that the New Haven Railroad over 30 years ago.

Well, lo and behold we saw what happened in Japan in '64 with the bullet line. We've seen what's happened in Germany and France as evidenced by this ICE train, all of which were used on high-speed dedicated passenger only lines, purpose built.

In many people's minds, especially the legislature's in Washington as well as politicians at the State and local level, they immediately put two and two together and came up with five. And, that is that high-speed rail can only happen with electrification. Ergo, let's electrify the railroad from New Haven to Boston to achieve the benefits that the European nations have done. Well, it doesn't work that way.

Well, it doesn't work that way. We had 25 years ago in the United States a high-speed train, of which I have a photo for those of you stalwarts who still remain at this late hour, called the United Aircraft Turbo Train. It was designed and built by United Aircraft

in this state at Hartford, Connecticut. It set the United States rail passenger speed record in December, 1967 at 170.8 miles an hour on a stretch of track between New Brunswick, New Jersey, and Trenton, New Jersey. 107.8 miles an hour on track of the then bankrupt Penn Central Railroad.

To this date the Intercity Express from Germany and the X-2000 train from Sweden highly volatile as they are, have not broken that speed record on U.S. rails. So, should we put aside U.S. technology and buy foreign technology? Why should we?

The DEIS has studiously avoided looking into American technology trains that can be built here. As I mentioned this afternoon, no foreign train that's run on the rails of the United States out of the box, if you will, or out of the manufacturer's yards, has yet to meet 800,000 pounds buffing strength. Buffing strength means that if you put this car in a jig and put 800,000 pounds on it, it will not buckle. The foreign standards are not quite the same as those of ours in the United States.

We'd like to see a train built in the United States for U.S. conditions powered by U.S. designed engines, hopefully turbine, or they could be possibly diesel, that might make a run from New York to Boston in three hours.

That could be done along the shoreline without exceeding the 125 or 150 miles an hour speed limit that AMTRAK has made. You might ask, how can this be done? It could be done because trains like this were very, very slow, very, very low slung to the ground. It could take the curves very, very fast. Why could they do that? Because they had a very, very low center of gravity.

How could I make an analogy? Take a low sports car and take a truck or a bus, which one is going to go around the corner faster? So, you'll ask me, what about the vaunted tilt suspension on the Swedish X-2000? Those trains are basically standard trains. They tilt to make you feel comfortable. But the laws of physics haven't been repealed. The track still sees the same force whether that tilt is operative or whether that tilt is inoperative.

The key to faster speeds around corners,

which would reduce the speeds on the straightaway, are putting the train as low as possible to the ground with guided axels, which this train had 25 years ago, which is now being pointed out as an attribute of the Swedish X-2000. We have the technology here.

Now, let's look at market forces. Everything is market today. We've seen the Bell System being broken up. We've seen the Federal Power Act last year replacing utilities with perhaps transmission distribution and generation subsidiaries. We've seen everything go through this process of devolvement.

So, what does this mean for a railroad train? Can three hours be competitive from New York to Boston? Is three hours competitive from New York to Washington? And, our studies would suggest it's not.

As an example, AMTRAK claims that they have 40 percent of the business between New York and Washington. They do. But, let's look at the time-sensitive market. Who has the rest? The airlines have 60 percent of it.

Let's look at the metroliners, which do you now the three-hour time between New York

and Washington? What percentage of the metroliners are the total traffic? It's 14 percent. If we throw out the standard trains, it goes up to 18 percent. Why do we throw out the standard trains? Because of AMTRAK's total passenger loadings between New York and Washington. Fully two-thirds of its Washington riders ride standard slower three and a half to four hour trains. They don't pay that extra supplement to ride a three-hour train.

The most time-sensitive premium business still remains on the airlines. Clearly the airline shuttle is a competitor that is very, very prominent in most people's travel plans. Why am I saying this? Because AMTRAK's trip time goal on New York to Boston remains three hours. Can we truly expect a market penetration greater than they've already achieved on New York to Washington, on New York to Boston? I suggest not.

What do the surveys that George and I have looked at late into the night for the last several months say? They say that if you can achieve a two-hour New York to Boston or New York to Washington schedule, you'd

probably capture most, if not all of the air shuttle market. Almost all of it. This route can't do it.

Is there an alternative? It wasn't decided. It wasn't looked on in the EIS. We say there is. And, that might be a new line inland.

Several other speakers this evening have brought that to our attention. Let me just say there are possibly, as we look at it, three alternatives. One is the resuscitation of the old -- the air route as it's called in Connecticut. Another opportunity is a complete new alignment from New Haven going up to near Medford, Mass.

A third and perhaps more feasible alternative is to run a line from Hartford up I-84 until it connects with one of the other rail lines going through Worcester and running to Boston. We could probably get three hours hitting the State Capitol, hitting Worcester, and also the western suburbs of Boston. Doesn't that make really more sense than to go ahead and despoil this coastline, which I have loved to ride the train through for

so many years? It just doesn't make sense if we can't get a really good market penetration with three hours.

If the inland route can make the two-hour schedule and it can empty the air shuttles, aren't the environmental benefits better getting people off the road, getting them out of the airplane with a two-hour schedule than really achieving what I call a mediocre result with a three-hour schedule, which really has improved itself in the long run on the New York to Washington run?

So, this is what we're basically all about. We feel that with an inland route, with a high-speed train, AMTRAK in the long run will be far better off. Certainly the citizens and the communities along the shoreline we feel will be far better off. And, this is what we feel we should advocate.

The last thing I would like to say before I leave tonight is that we have found out that AMTRAK has now rented 42 rooms in the Red Roof Inn Motel, if you will, in New London for the next three years. We'd like to ask on the record, if this isn't a done

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deal, if this isn't a fait accompli, then what under heaven's name will AMTRAK go ahead and do with these 42 rooms for the next three years? We really would like an answer to that.

I'd be happy to deal with any questions. Again, I know it's late in the evening, but thank you very much for your time. And, we hope the situation can be resolved for both the passengers and the railroad and the citizens of the great State of Connecticut.

Thank you.

(Discussion held off the record.)

MR. LEVY: What was your comment?

MR. FRANK WILLIAMS: Frank Williams from Noank.

The gentleman regarding the power turbine, gas turbine train, I rode the gas turbine train from New York to Boston some years ago, and I remember distinctly going through this area, because I sat up in the front because I was interested in the gas producer and the power turbine portion. They couldn't get more than about 20 percent power through this 15-mile stretch from New London to Westerly. Mainly, it was because of the sharp (indicating) and

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pronounced tortuous radiuses that prevail here.

MR. LEVY: Thank you.

Yes, sir.

MR. GEORGE HAIKILLIS: My name is George Haikillis.

I just wanted to go to the very bottom of my sheet of paper here and urge the FRA to find a new option, to find an interim option that will allow service in three hours between New York and Boston using gas turbine trains, running half the trains by way of Springfield and Hartford and Worcester and the other half on the shore so that you're not overloading the coast route with trains, and to begin planning for a true high-speed line from New Haven to Boston.

And, I think what we really are talking about here is a face saving alternative. Perhaps our political leadership has stuck their necks way out on this issue. We need to find a way to rescue them before it's too late, because we need a fallback position. This is just not going to work.

And, I would urge you to provide the leadership for the Congress, show them the

right way. Really put your minds and hearts and souls into this, because hearing these comments today just hurt me. I just couldn't believe the anguish that you're causing to this area for something that could be achieved without the electric technology. It just doesn't make sense.

We should do the best we can with the existing railroads. We need our railroads. We need to get cars off I-95 and out of the airports. But, we really need to follow up with something that's credible, that's doable and that will lead us to the next century. And, I urge you to do that.

Thank you.

MR. LEVY: Thank you.

At this time is there anyone else that would like to speak that was not heard?

A VOICE FROM THE FLOOR: Yes. I was on the list.

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MR. LEVY: I'm sorry if I missed you.

MR. ROBERT WELSH: My name is Robert Welsh, and I live in Waterford.

And, I don't have a prepared statement for you. I'm working on it. But I haven't

been able to go through the Volume 1 and the Volume 2. And, I haven't gotten the Volume 3 yet. So, I would like to give you something in writing that's substantive; and, I will submit it at a later time.

I agree with just about everything that's been said here, and won't take up a lot of time reiterating the details. I have just a couple of highlights of a couple of things.

I agree with this last gentleman that said it isn't going to work. It isn't going to work. I don't believe it's going to work. And, I'm not going to hide behind the fact that I'm not an engineer and I don't understand what that report is saying. I am an engineer, and I do understand what that report is saying. And, I don't believe a lot of it. A lot of it I'm very skeptical about, and a lot of it I don't believe.

First of all, it's not a good report. There are a lot of omissions, contradictions, there is a lot of information there that doesn't add up. The increase in ridership from 1.9 to 3.6 million; okay, I'm not going to dispute that number. This project is going

to cost one and a half billion dollars. And so based on the current fare price that AMTRAK now charges for a one-way express ticket between New York and Boston, $57, they're going to need 26.3 million riders just to pay the bill. Not the operating cost, just to pay for the 1.5 billion dollar bill. Those numbers don't add up.

Fifty-six trains a day. And, I'm going to give them credit for spreading them around a 24-hour clock. That is one train every 26 minutes. That's not real realistic, really, a train going by -- one every 26 minutes throughout the day, noise, vibration, whatever.

We've talked about the water traffic. What about the automobile traffic, the rail crossings and whatnot that are going to be closed, the ones that still exist? Half of these trains, I guess, won't even stop in our area. Well, half of them will. Some of them will, but the added ones, they're going to -- the express trains, the 26 express trains will go from New Haven to Providence and then onto Boston. So, I don't see where some of that

ridership -- how am I going to get on that train? I've got to drive down I-95 to New Haven to get on a train or go to Providence to get on a train.

If I want to go to Washington, I fly. Even at two hours, probably I'll fly.

But the fact is that not only can't we get on the train, all this benefit to our area by tourism and all of this, the people can't get off the train either if it doesn't stop. They're going to try to speed through our community. We've addressed that tonight.

I've been told that if you added up all the curves, -- and I haven't done this -- but if you added up all the curves in the track from New Haven to Boston, there's something like twelve and a half or thirteen complete circles in that track. That's what that train has to go around, twelve circles. Eight of them are somewhere between New Haven and Providence. That's why it's not going to work. It doesn't make sense to put that -- and then try to make the thing go even 85 miles an hour.

We know it slows down for bridges. In every community it's got to slow down. Even

your statement says, 35 miles an hour through New London, 20, 35, 40 miles an hour through various other communities. As I read through that, that's not 85 miles an hour. We're not going to get 100 miles an hour out of it.

Twelve thousand poles, each 25 to 28 feet high spaced every 175 feet. Well, if you multiply 12,000 by 175, you come up with a lot more feet than there are in 157 miles. There's something over 300 miles. So, that tells me there's more than one every 175 feet. Twelve thousand poles, that's a lot of poles. And, we have to look at those things.

And then, of course, the 25,000 volts. The thing that bothers me the most is we're going to step -- 25 times we're going to step 115,000 volts down to 25,000 volts for the train. Where is that 115,000 volts going to come from? And, how is it going to get to the right-of-way, overhead, underground? That's a lot of voltage. I know the catenaries aren't very big, but what about the things that take power out of Millstone, out into the neighborhood, are we going to be 25 times those things into the substations in Mystic

and Waterford and Noank? Think about that. We've got to get the power into that thing.

We've heard enough -- I'm concerned about the electromagnetics, but there's been plenty said about that. And, I agree with that.

Oh, yeah, I did have a note here that said -- and, it's been addressed -- we do get hurricanes along this coast. And boy, what a time a good hurricane is going to have with that mess of lines and poles. I hate to see the result of that thing. That's another reason it doesn't make sense.

Reading through the DEIS, it's a good start. I'm really disappointed in the attention to details they've given in some areas and there are other areas that don't make sense at all in reading, or, they just don't make practical sense for what they're saying.

What they really point out to is that we need an alternative. This is not the place to put the railroad. The place is to put it inland, the airline route. We don't have to build a new right-of-way.

I understand the old train by steam used to go to Boston back in the 40's or 50's in

three hours. And I understand the railroad still owns the right-of-way. There might not be tracks, but they're going to have to put down new tracks for this thing if it's going to run 100 miles an hour. That's the place to put it, not here. It doesn't go through very many communities up there either. And, the scenery is pretty good. And, they could do it with turbo trains.

Well, to finish up, I think it's -- the impact, it's an outrageous amount of money to spend on this thing that I don't believe is going to work. There is very little affect or benefit for Southeastern Connecticut, for the people that live along here. But, we're going to have to pay for it. We've already paid for AMTRAK. We've subsidized it. It doesn't earn its own way. It only takes in one out of every two dollars it costs or something like that. But, we subsidize it.

I read Congress just a couple of months ago recognized another subsidy for that. We've got enough of a deficit in this country without spending another 1.5 billion dollars on this thing.

So, I just want to say I'm not opposed to railroads, and I'm not opposed to electrification; but I'm vehemently opposed to doing it here on this line. Let's get it where it belongs. Let's get it inland where it make some sense. Let's get a train that's technically advanced and will do us some good like everybody else has said here.

Thank you.

MR. LEVY: Thank you.

Anybody else that hasn't spoken that would like to speak?

Is there any other comments that anyone would like to make?

Yes, sir.

MR. TED RICE: I'm Ted Rice from West Mystic. I have only a few things that I'd like to rebut that the earlier gentleman said.

He says tilting cars makes things safer. They don't. They make you feel an awful lot safer, but the time you feel the safest is when you're just about to fall off the track.

The ozone. We have higher than allowable limits of ozone in Groton now. We shouldn't try to increase them by using electrical dis-

charge.

Air pollution is not a result of highway traffic. Pollution is an urban problem. And our pollution in the air arises in the states to the south and west of us where electrification of the rails has been a fact for decades.

Electromagnetic radiation is not certainly accepted universally as a carcinogen. But then neither was tobacco smoke. It's criminal to ignore it now.

And, that's all I've got.

MR. LEVY: Thank you.

Yes, sir. CT-H-61

MR. BILL CANNON: I'm Bill Cannon from West Mystic also. Just a couple of things that I didn't cover in the past in my comments earlier.

One of the things I would suggest that we ask AMTRAK to do in this -- assuming that this project proceeds in whatever form it does, hopefully in an alternate route that makes more sense, people have talked about trash, talked about, you know, litter and things of that nature. Not to any great extent, but I will because I go out and pick it up around

the crossing where the crew leaves it. I put garbage cans out there for them. They were pretty shocked when I walked out there in the middle of the coffee break and dumped a garbage can in front of them. But, they used it. I have yet to see an AMTRAK vehicle with a trash can on it, either on the railroad track or on a truck. We ought to require that as a major part of this -- any activity that's undertaken so we don't get the lunch trash and the coffee cups in our wetlands.

Another comment I'd like to make, I saw it someplace in the report, Stonington took over the viaduct, did a beautiful job on reconstructing it to retain car traffic into the Town of Stonington -- or, the Village, I should say. The report, the DEIS says we're going to put a solid eight-foot barrier on top of that bridge so the people don't reach over and electrocute themselves on our wires. I don't think anybody recognizes that. I think there's got to be other solutions than eight-foot barriers over those bridges.

Another thing we talked about was property values. I'm fairly aggressive when I talk

to the reassessors. We just had a reassessment in Groton. One of the things I talked to the gentleman who was doing the reassessment about was the fact that I live next to a grade crossing. I talked him into a 20 percent reduction in my property tax values.

All right, none of my neighbors have that yet; but I bet when these trains start coming through, they're going to want that. And, there's a number you can play with. Mine's 20 percent lower.

The last thing -- and, I did an informal survey of the speakers here tonight. Many of us spoke at the at-grade crossing meeting that Peter Montague was at a few months ago. Many of us provided written comments, lots of questions. We haven't heard a damn thing yet. I'd like to ask specifically when will we see the revised plan for the at-grade crossings? Can you answer that, Peter?

MR. MONTAGUE: I would think in a month or less.

MR. RICE: And how is that going to be promulgated? Are we going to see it or is it going to be sent to Congress?

MR. MONTAGUE: You'll see it.

MR. RICE: We'll see it for comment? There will be public meetings?

MR. MONTAGUE: It's unclear.

MR. RICE: Well, I formally request a public meeting on that document.

And as a Mystic Fire representative here tonight, I haven't spoken before in this capacity, we formally requested it. We have a letter on file with you taking issue as to the closing of those crossings being hazardous to the public safety.

That's a formal request right here, right now.

Thank you very much, Gentlemen.

MR. LEVY: So noted.

Your question about the EEIS, this EEIS. There will be no -- There's no other formal public input at this point. What will happen is if there are additional studies that are involved or additional inquiries, then we'll be in contact with the people that have been involved in that. And, we'll proceed from there.

But if there aren't any, it will be just

wrapped up and put into a final form. And, that would be for public display.

MR. RICE: Following up on that, I would remind Mr. Goulet that the Mystic Fire District has a formal request with him for all matters relating to the DEIS. We never got a copy of Volumes 2 or 3.

I'm a little upset about that. And, I wish that would be corrected.

And, I want to see all these other reports sent to the Mystic Fire District.

MR. LEVY: Sure, sure.

A VOICE FROM THE FLOOR: Mr. Levy, sorry to disturb you gents again, but in view of everything that was brought up tonight, you know, how should I say, to avoid any mistakes, everything is in writing, I can see (indicating). How do we get response? Who would I go to to see what the reaction is of you and the AMTRAK Corporation on various suggestions, requests, comments that were brought up tonight?

MR. LEVY: First of all, we do not represent AMTRAK. That should be clear. A lot of people address comments and we allow it that concern -- regarding AMTRAK. We do not

represent AMTRAK.

AMTRAK represents themselves. They are the proponent. They're mandated by Congress to do this. They're actually a private company, but they're established by Congress.

A VOICE FROM THE FLOOR: It's hard to believe, I submit, --

MR. LEVY: You asked the question. I'm giving you an honest answer; okay?

A VOICE FROM THE FLOOR: Yes. Thank you.

MR. LEVY: The honest answer is that we do not represent AMTRAK. The FRA has oversight, some oversight responsibilities over the Northeast Corridor of what AMTRAK does in the Northeast Corridor; okay? The way this is set up is that when Congress gave money to AMTRAK to -- and instructed them to do electrification, they also instructed the FRA to perform the environment studies and to do the oversight on those environmental studies. And, that's what's happening today.

So as far as the environmental studies themselves and the conclusions of the environmental studies, there are no other formal processes. But gladly we will keep in touch with

you. I know if you let Cassandra in the back know who you are, we will try to keep in touch with you.

As I said, if there are additional studies, we will definitely be back. Those determinations will be made in a few weeks.

A VOICE FROM THE FLOOR: Well, it appears like it's sort of a one-way street. I'm not sure that we're reciprocating. I think a lot of things were very, very constructive.

MR. LEVY: Well, that's agreed. And what happens is that those comments now need to be determined by the FRA as to the position the FRA wishes to take.

A VOICE FROM THE FLOOR: Well, the FRA is a series of letters, names. Who is the person --

MR. LEVY: The person in charge over FRA is Mark Yachmetz. His name is in the document. Okay, for the Volpe National Transportation System Center it is Glenn Goulet. And for the consultant, it's myself. Those are three people who have the responsibility and charge for this.

A VOICE FROM THE FLOOR: Thank you.

MR. LEVY: You're welcome.

A VOICE FROM THE FLOOR: The last time you had a public hearing you had a transcript. We don't probably want to buy the whole transcript, but will it be accessible in toto in, say, the library?

MR. LEVY: No, we weren't planning on doing that. But, I mean clearly if collectively the town body wishes to put it in the library, then I think just, you know, have the town, whichever town it is, write a letter and we'll gladly send you a copy.

A VOICE FROM THE FLOOR: I don't know if there's anybody else here tonight, but I think the towns impacted, they should ask for a copy of the transcript and put it in the library.

MR. LEVY: Please feel free to do so. And if you wish just a portion of these hearings, you could do that also. We'll have it divided up by hearings.

A VOICE FROM THE FLOOR: This meeting was called tonight for a public notice on AMTRAK's request of the Corps of Engineers to issue a permit to put these lines underneath the water at the bridge sites. It's a public

notice that --

MR. LEVY: As I mentioned earlier in the evening, the Corps of Engineers has a public notice out regarding the Clean Water Act and other issues. For convenience, so everybody knows, we have copies of it in the back. There are copies in the rear (indicating).

This is not a hearing on that.

A VOICE FROM THE FLOOR: It's not? Is that going to be a separate hearing?

MR. LEVY: That is up to the Corps. I don't know if that decision's been made.

This is not an environmental impact situation. That's an actual permit that's requested.

A VOICE FROM THE FLOOR: That is not an environmental impact?

MR. LEVY: No, no -- Excuse me. It's not an environmental impact statement. It is a permit that has been requested. That's an actual Section 10 permit.

If you read that, that's what it is. It says here that it is a request of the Corps of Engineers for a permit under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.

So what we have done to help the situation, since everybody has interest, we have taken copies of their notice and have put them in the back. This is not the hearing for that, though.

A VOICE FROM THE FLOOR: Okay. Well, I'm opposed to that. I recommend that that permit not be issued.

MR. LEVY: You should contact the Corps of Engineers.

A VOICE FROM THE FLOOR: What is the deadline for closure on comments on this one?

MR. LEVY: I have no idea.

A VOICE FROM THE FLOOR: I understood it was December --

MR. LEVY: Whatever it says in there.

A VOICE FROM THE FLOOR: Well, that's not on it.

MR. LEVY: Yes, it says comment closes December 1st, 1993.

(Discussion held off the record.)

MR. LEVY: Ours is December 3rd.

A VOICE FROM THE FLOOR: Sorry about prolonging the agony; but Peter, are you the one -- are you FRA?

MR. MONTAGUE: The two of us are (indicating).

A VOICE FROM THE FLOOR: We didn't get an answer. Do you have an answer as to why --

(Discussion held off the record.)

MS. MARIE WILEY: Oh, Marie Wiley.

Do either of you know why AMTRAK has rented out 42 rooms for the next three years?

MR. LEVY: No, but I can tell you there's some confusion. What has happened is, if I can, Congress has mandated that there be construction; okay. AMTRAK has engaged people to start the preliminary engineering, which we needed to do the environmental assessment. But no construction can go forward without the applicable approval, the environmental process and the permits.

Anything that they may be doing in anticipation is -- If the permits aren't granted, if the environmental process is not approved, they can't go forward.

MS. WILEY: But if they've already rented out the rooms, does that mean anything they're doing in preparation is a waste of rooms?

MR. LEVY: I can't speak on that. I don't

know that the rooms are really rented.

Anybody else?

Okay, we will close this hearing. Thank you very much. Thank you for all your comments. We appreciate it.

(Whereupon at 11:30 p.m. the hearing was concluded.)

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STATE OF CONNECTICUT)
COUNTY OF NEW LONDON)

I, Victoria L. Germani, a Notary Public within and for the State of Connecticut, do hereby certify that I took the testimony at the Northeast Corridor Improvement Project Electrification Draft Environmental Impact Statement Public Hearing held on November 18, 1993 at the Richard Martin Center Auditorium, 120 Broad Street, New London, Connecticut.

I further certify that the following testimony was taken by me stenographically and thereafter reduced to writing under my supervision.

In witness whereof I have hereunto set my hand and affix my notarial seal this ___ day of _____, 1993.

_____
Victoria L. Germani
Notary Public

My Commission Expires March 31, 1995.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

* *

FEDERAL RAILROAD ADMINISTRATION
NORTHEAST CORRIDOR IMPROVEMENT
PROJECT ELECTRIFICATION-NEW HAVEN,
CONNECTICUT TO BOSTON, MASSACHUSETTS

* *

CRANSTON PUBLIC LIBRARY
140 SOCKANOSSETT CROSSROAD
CRANSTON, RI 02920
NOVEMBER 17,1993
2:00 P.M.

PRESENT:
IRA LEVY
JAY DUNCAN
CASSANDRA KOUTALIDIS
WILLIAM FASHOUER
PETER MONTAGUE
GLENN GLOULET

ORIGINAL

ALLIED COURT REPORTERS
115 PHENIX AVENUE
CRANSTON, RHODE ISLAND 02920
401/946-5500

(HEARING COMMENCED AT 2:00 P.M.)

MR. LEVY: This meeting is a public hearing for the purpose of taking comments from the public and any interested parties regarding the Draft Environmental Impact Statement prepared for the Electrification Project proposed by Amtrak between New Haven and Boston to allow continuation of electric railroad service between Boston and New York. It is a pleasure today to have the honorable Bruce Sundlun, Governor, here to speak before us, and with that, I would like to turn it over to him to make his comments knowing his busy schedule, and we will continue the rest of the public hearing after that. Governor. RI-11-1

GOVERNOR BRUCE SUNDLUN: Thank you. You're putting me on first reminds me of a story I read in the paper the other day about some governor who got on an airplane, and they automatically upgraded him into first class, and he held up the flight for 30 minutes insisting that he would only ride coach. I can understand how a governor would do that just after he gets elected, but after he's been there for a while, you take the upgrade. As much as I'd like to allow somebody else

to go first, I'm not going to do that either today. But I do want to say that Rhode Island fully supports the Northeast Corridor Improvement Project. Moving more people and products on the corridor can, obviously, help relieve traffic and reduce pollution. High speed rail service will bring Rhode Island closer to New York and to Washington, provide bigger and better opportunities for business. Among its environmental benefits, the project can save 24.5 million gallons of gasoline and 2,600 tons of air pollution annually.

I and my fellow Northeast Governors, through the Coalition of Northeast Governors, CONEG as it's called, which I'm the incoming chairman, have actively and aggressively promoted this Northeast Corridor Electrification Project because for Rhode Island, the corridor is a vital link in our transportation system.

While we support Amtrak's primary goal of providing passenger service, it cannot be achieved at the expense of freight service. Rhode Island's top economic development priority is the full conversion of the former Quonset Point-Davisville military base to a vibrant business and industrial

park, and success there depends on enhanced freight rail service to the Quonset Point-Davisville area. The report that we're releasing today and submitting for the record, Mr. Chairman, details the reasons why up-to-date freight rail is absolutely essential to our state's economy. Provision of the third rail freight service to Quonset Point-Davisville is second only to development of the Quonset Point-Davisville area as an industrial site and as a primary economic development objective for the state of Rhode Island.

In meetings with Secretary of Transportation Pena, White House Domestic Relations Counselor Carol Rasco, Senator Lautenburg, as well as Rhode Island's Congressional Delegation, I have described our vision for improved freight service to Quonset Point-Davisville as an integral part of the Northeast Corridor Electrification Project, and since some of the those discussions took place very recently and at the highest levels of government, they are not reflected in the Draft Environmental Impact Statement which is now before us, and I'd like to take this opportunity to outline the revisions to the draft needed, in our opinion, to

comply with the National Environmental Policy Act and to reflect the current status of our mutual endeavor.

1) First, the Draft EIS fails to recognize that the poles and power lines for electrification of the Rhode Island portion of the corridor must, and I underline the word must, protect the right-of-way for a third rail freight line for service to Quonset Point-Davisville to the Boston Switch in Central Falls. The stanchions for the electrification power line must be placed so as not to use the land on which the third rail would be placed, and the power lines themselves must be at a 20 foot 8 inch height to provide the necessary clearance for tri-level container cars.

Second, the draft fails to adequately and accurately describe the impacts of the Improvement Project as defined by 40 CFR 1508.8. As proposed, the electrification will force most freight to move at night. The associated cost and noise concerns have not been accounted for.

2) By reducing clearance at certain overpasses, the proposed project increases the cost of making the clearance improvements needed to prevent, or

rather, needed to permit freight rail service as recommended in the Rhode Island State Guide Plan.

Next, by restricting freight service, the proposed Improvement Plan not only constrains existing operations, but it limits future expansion. Expanded service, as I've said, is critical to the Quonset Point-Davisville reuse plan, and also in keeping with the spirit of the ISTEA legislation as well as the Clean Air Act.

A more detailed description of these drawbacks that I've mentioned will be provided by Edward Parker of the Rhode Island Department of Transportation and George Prete from the Rhode Island Port Authority.

As I stated at the start, the Northeast Corridor Improvement Project is important to Rhode Island. We want to keep it on the right track. We want to keep it full speed ahead, but my experience in both the private sector and as a governor has taught me that undue haste can hold a project, and pushing forward without properly addressing the impacts can only end in litigation and needless delay.

Rhode Island is glad to assist the Federal

Railroad Administration in investigating the impacts I've described and evaluating alternative means of addressing them. In fact, the Department of Transportation has already begun to draft an environmental impact stating involving Rhode Island's portion of the project, and we're doing that at no cost to Amtrak. This study must be viewed as an integral part of the Draft EIS that is before us. We look forward to continuing a cooperative working relationship with DOT, FRA and Amtrak. I think if we put our heads together, we can come up with a plan to move more people and products efficiently, affordably, and in an environmentally friendly fashion. Thank you.

MR. LEVY: Thank you, Governor. What we would like to do now is just give a small presentation that updates what the project is, and where we are in the environmental process. Before I do that, I'd like to introduce people that are here from federal agencies. First is Peter Montague from the Federal Railroad Administration. Next to him is Bill Fashouer from the Federal Railroad Administration. On the end is Glenn Goulet from the Volpe National Transportation Systems Center, an arm

of the U.S. Department of Transportation. I am Ira Levy. I'm acting as chairman for this public hearing. The format that we will use, we will give a brief presentation that describes the project and where the status of the program is, then we will open it up to the public and concerned parties to give testimony as to their comments and concerns regarding the Draft Environmental Impact Statement.

The Northeast Corridor is a project that has been around for a long time. The Corridor, itself, extends from Washington D.C. to Boston. It has the highest rail patronage in the country. It's electrified from Washington to New Haven, and this project proposes to electrify the remainder of the portion of the Northeast Corridor from New Haven to Boston. Presently, there are diesel locomotives that service the corridor between Boston and New Haven, at which point is transferred to electric locomotives which carry the vehicles beyond. This project is part of the Northeast Corridor Improvement Program, better known as NECIP.

There are numerous projects that are expected to be undertaken to improve service on the Northeast Corridor. Electrification is just one of those

projects. Other projects involve rail upgrading, bridges, ties, track, congestion relief, and New Rochelle has proposed to have a track fly-over; Stamford Station will be improved; and New Haven, where there are a great deal of difficult track configurations, there are expected to be improvements there to improve time; and of course, there will be a considerable amount of equipment acquisition to accommodate and improve service between Boston and New York.

This specific project addresses the area between New Haven and Boston. And here in Rhode Island, it covers from one end of the state to the other on the main line that is presently used by Amtrak. The participants in this program are the Federal Railroad Administration, which is the sponsor of the Environmental Impact Statement that's presently before you, the Volpe National Transportation Systems Center, which is a division of the U.S. Department of Transportation who is acting on behalf of the FRA for implementing the EIS, DMJM/Harris, the prime contractor performing activities necessary for the EIS, and Amtrak, the National Railroad Passenger Corporation, who is the

proponent and will be the operator.

Environmental studies have been going on for some two years now, and I'd like to summarize and discuss where we are with these studies.

First of all, what are the project components? The components that are studied consist of major entities, and they are substations and electrical feed lines, switching stations, autotransformers, bridge modifications that may be required, railroad stations, the catenary system itself for carrying the electric wire, program operation, Amtrak's operations, fencing and other security matters. The categories that were looked at for various impacts in general were, land use and social economics, historical and archaeological transportation, circulation and access, natural resources, noise, and air quality.

Categories that are of specific nature for this study include vibration, energy, public safety, electromagnetic frequencies, EMF, visual and aesthetic issues.

The process that govern the environmental studies are threefold: There's a federal process known as NEPA, the National Environmental Protection

Act, the state processes that are controlled by your state government, and there are local processes, which usually result in various permits that are required of the contractor before performing any activity. They all entail various environmental studies, agency reviews and permits. All these items have been detailed in the Draft Environmental Impact Statement that has been published.

We are here today for the federal process, the NEPA process. There are various aspects of this process and most of them have taken place to date. One is scoping. We were here two years ago at a public forum to inquire of the public and concerned parties those issues that they felt were paramount concerning this project. In the Draft Environmental Impact Statement, there are details of what those scoping issues were and how they were addressed. After the scoping meeting, a base line was formed. Studies were performed to understand existing conditions, base line data base was developed. From that, alternatives were reviewed and analyzed, all based and analyzed against the base line. Impacts were developed and understood and evaluated, which lead to proposed mitigation measures, which all,

again, are presented in the Draft Environmental Impact Statement that has been published.

This hearing is to get comments from the public and concerned parties and agencies and other parties that may be considered regarding the inputs and the conditions and the conclusions that are addressed in the Draft Environmental Impact Statement. After that, a Final Impact Statement and Record of Decision will be issued.

The Draft Environmental Impact Statement was completed in August of this year. It was printed and published in early October and released for public edification. EPA published a notice of availability in the Federal Register, which commenced a 45-day review and comment period. Twelve hundred copies of the DEIS were sent to all relevant agencies and other parties who attended previous meetings and who wrote or called and requested copies. The Final Environmental Impact Statement will be prepared upon conclusion of the comment period and any additional studies that are warranted. To respond to comments on the DEIS, to incorporate any relevant changes in the proposed action, either because of mitigation or because of

changes by the proponent, Amtrak, to allow for agency review and consultation, and to incorporate their concerns and comments, and last, but not least, to have a record of decision as the final findings of this environmental study.

NEPA requires a very formal outreach program for public participation. We have undertaken that program very, very aggressively. It started with scoping meetings in November of 1991. There were public information meetings in November of 1992. We had working sessions through the spring of 1993 of this year. And finally, we are here at this point with public hearings regarding comments regarding the Draft Environmental Impact Statement.

The public hearing process is mandated by law to enable the public and concerned citizens to clearly express their concerns and inquiries regarding information that's contained or not contained in the Draft Environmental Impact Statement. And it's mandatory by law, that we address each and every comment as it is presented, and it will be presented in final format in the Final EIS.

So this provides a clear opportunity for the

public input and concerned parties' input in the process. It establishes the framework for the EIS, and it is strongly recommended by the FRA as a very strong, important public process that we must entertain.

What are we seeking? We would like to have comments regarding the adequacy of the analysis and any concerns thereto, and the merits of alternatives discussed. As I indicated, there's a 45-day review period that's already started. This review period closes on December 3, 1993. All written comments must be submitted by that date.

One other information is that the Corps of Engineers has also issued a public notice. Copies of the public notice are on the back table if you wish to have a copy. It is regarding permits under Section 10 and Section 404 of the Clean Air Act -- excuse me, Clean Water Act for the Corps.

The process that we would like to do at this time, is I have a list of people who signed in to be speakers. We would like each speaker to try to hold their comments to five minutes at first. After everybody gets a shot, we'll open it up again if someone would like to speak again or for additional

R-H-2

time, gladly feel free to do so. If you would just give me a minute, I will sit down, and I'll let people speak.

The other part of the process is, generally, this is not an informational meeting. We are not prepared to answer specific inquiries that you may have on a technical nature. Procedural inquiries, we gladly will answer if you need to know anything about the process and what's happening. There is a microphone in front of us, so you gladly are welcomed to use the podium. First speaker is Edmund Parker. Also, I'd like to advise, the public hearing is being transcribed by a stenographer.

EDMUND PARKER: Thank you. My name is Edmund Parker. I'm the Chief Design Engineer for Rhode Island Department of Transportation. Mr. Boffi, our director, had planned on being here today, but he was meeting with Secretary of Transportation Pena, in New York City to discuss the successful implementation of the new Intermodal Service Transportation Act, so he sends his apologies.

First, I would like to thank the Federal Railroad Administration for the opportunity to

comment on this Draft Environmental Impact Statement for the Northeast Corridor Improvement Project. Rhode Island Department of Transportation has furnished a copy of these comments for the record and more extensive written comments will be forwarded prior to the December 3 deadline.

I would like to begin by stating that the Rhode Island Department of Transportation strongly supports the Electrification Project and the attendant transportation efficiency benefits that will occur in the state of Rhode Island through the increased intercity train service on the Northeast Corridor. Dependable door-to-door high speed rail service with a two and a half hour trip between Providence and New York City will provide an attractive alternative that will complement other travel modes.

RIDOT is also planning the expansion of commuter rail service south of Providence, offering such service to a dramatically greater number of Rhode Islanders. In fact, since the U.S. Congress authorized funds for the electrification design in 1990, the Rhode Island Department of Transportation has been working with the Federal Railroad

1 Administration, Amtrak, and the Providence &
2 Worcester Railroad to protect the interests of all
3 users of the Northeast Corridor in Rhode Island.
4 Beyond the many benefits that electrification
5 of the corridor presents to Rhode Island, there are
6 several negative impacts to the movement of goods on
7 the corridor by rail that the Rhode Island
8 Department of Transportation views with grave
9 concern.
10 If not addressed, the expanded passenger
11 service will cause operational and capacity
12 constraints to the movement of rail freight within
13 the corridor.
14 Amtrak's intercity passenger service will
15 increase from 24 to 52 trains per day. The Rhode
16 Island Department of Transportation's proposed
17 commuter service south of Providence will place an
18 additional 24 trains per day on the corridor. As a
19 result, a total of 76 passenger trains per day will
20 be traveling the Northeast Corridor south of Boston.
21 In addition, the MBTA commuter rail service from
22 Boston to Providence will place 22 trains per day on
23 those tracks.
24 According to the FRA's DEIS, this leaves the

1 capacity to operate one freight train on the
2 corridor during the daytime hours. The DEIS states
3 that the increased passenger traffic will result in
4 a minimum of one and one half hour delay in
5 operating time to service freight rail users along
6 the Northeast Corridor. This produces a detrimental
7 impact on Rhode Island's freight rail users through
8 increased transportation costs and decreased service
9 efficiency.
10 The DEIS has not addressed any increased
11 freight service. The State of Rhode Island's
12 Purpose and Need Statement, introduced earlier by
13 Governor Sundlun, projects conventional freight
14 carloadings through 1997 to increase by 51 percent.
15 This is based on the recent growth estimates
16 provided by the corridor's rail users business.
17 Recent marketing studies indicate several
18 strong diverse intermodal transportation
19 opportunities at Quonset Point-Davisville. These
20 opportunities will require proper vertical clearance
21 and a minimum capacity for eight daytime freight
22 train movements on the Northeast Corridor with a
23 projected total need of 12 to 18 freight train
24 movements during a 24 hour period.

The Draft Environmental Impact Statement has determined that any additional freight service beyond one train per day will have to occur at night.

Nighttime services will present freight rail businesses on the corridor with several adverse impacts, including: competition of freight train movements with Amtrak's maintenance of the corridor, which occurs at night and takes operational precedence over the movement of freight; increased operating costs in providing and receiving nighttime freight services; and lessening the likelihood to attract rail user businesses along the corridor and at Quonset Point-Davisville as a result of inflexible nighttime service.

This inflexible operational environment will lessen the attractiveness of Quonset Point-Davisville to rail user businesses.

This type of intermodal transportation development is predicated on frequent, fast, and flexible service and represents a significant economic impact to the state of Rhode Island. These adverse operational impacts I have discussed make any improvement or expansion in the rail freight

business inefficient and almost impossible.

In addition to the operational constraints, there are three types of physical constraints which occur as part of the Electrification Project, which if not mitigated, will preclude the planned introduction of 20 foot 7 inch vertical clearance on the corridor for the accommodation of modern day railroad rollingstock.

These adverse impacts to freight rail transportation associated with the proposed vertical clearances, specifically, installation of catenary wires under highway bridges, would limit vertical clearance potential for freight, rendering increased vertical clearances prohibitively expensive.

Secondly, this DEIS states that in certain cases installation of the overhead catenary system would reduce clearances and would require that certain bridges be raised to accommodate the freight cars moving today at standard vertical clearances.

Third, in some locations along the corridor, the installation of catenary poles would occur in the portion of the right-of-way that would be used to accommodate a third track. Failure of the DEIS to recognize this could result in significant

negative impacts on the third track alternative.

The Department of Transportation has adopted a proactive position to mitigate the adverse impacts that I have discussed this afternoon.

First, the Rhode Island Department of Transportation has been meeting with the Federal Railroad Administration and Amtrak and will continue to meet to identify the specific technical engineering issues that must be incorporated into the electrification design to allow for a third track to be considered as a viable alternative.

We have recently met with Mr. Dennis Sullivan, Amtrak's Vice-President and Chief Operating Officer, and both Amtrak and DOT believe that real progress has been made toward this end. As a matter of the record here today, I am submitting recent correspondence on these matters between the Department of Transportation and Mr. Sullivan.

Second, RIDOT is in the process of conducting a separate and concurrent Environmental Impact Statement to examine alternative track configurations on the Northeast Corridor to accommodate freight service. Our EIS will not impact the schedule of electrification if the FRA

Draft Environmental Impact Statement is modified to include language that recognizes Rhode Island Department of Transportation EIS on alternative track configurations for improved freight service.

Finally, and of most critical importance, the State of Rhode Island wants clear indication in the resultant Record of Decision from the Environmental Impact Statement of appropriate methods to mitigate the adverse impacts to rail freight train transportation.

Mitigation measures in the Record of Decision should consist of language explicitly stating that the design and construction of all of the physical needs of the Electrification Project will not preclude a corridor for a dedicated third track as one of the alternatives to address the negative impacts on current and future of freight rail operations.

Thank you very much, and I appreciate you letting me go over a couple of minutes. Thank you.

MR. LEVY: Next is, and I apologize if I'm mispronouncing the name, is it John Riendeau?

RI-H-3

JOHN RIENDEAU: Thank you. My

name is John Riendeau. I'm with the Rhode Island Department of Economic Development and Rhode Island Port Authority. I'm here to present some facts and figures that we've assembled.

First of all, I'd like to thank the FRA in allowing us, specifically, the Rhode Island Department of Economic Development and the Port Authority, to present the economic impacts that would make themselves evident if Amtrak is allowed to construct the catenary systems in locations that are presented in the Draft EIS to electrify the Northeast Rail Corridor, specifically that portion of railing that traverses through Rhode Island.

I would also like to remind the group of more detailed economic information is included in this document that will be submitted later today. So basically, what I'm going to do now is skim over some economic facts.

First, I'd like to begin by saying that the department supports the electrification of the Northeast Rail Corridor. We feel that an improved, high speed rail system would provide an alternative to the automobile and the airplane. We see high speed rail as a viable alternative to move people

from city to city efficiently and at a reasonable cost.

However, with all due respect to the proposed passenger rail project, the Draft EIS does not address a vital and most integral part of a complete rail system as everyone knows it, that being freight rail. The freight rail has, and continues, to provide the most efficient means of moving bulk goods ranging from foodstuffs to raw materials to finished goods throughout the continental United States at a reasonable cost. The proposed Electrification Project would impact, approximately, 22 miles of rail track located between the Quonset Point-Davisville Industrial Park and the Boston Switch located in Cumberland, Rhode Island. On this stretch of rail, the Draft EIS proposes to reduce the number of freight hours that can be utilized to deliver products to its customers, thus minimizing the window of freight hauls to customers. This would create a severe economic disadvantage that would affect the revenues of the State, private industry and create a loss of jobs that could be catastrophic to the State's economy.

Before we proceed any further with the plans

for the Quonset Point-Davisville Industrial Park, I would like to point out that according to our estimates, the future needs for regular freight service along the 22 mile stretch of track, if allowed to proceed unhindered, is projected to double in daily freight movements by 1997.

The economic impact from 16 of those 23 rail customers currently using the system substantiating the above statement indicates the following: Direct jobs, 5,142; estimated indirect jobs, 10,167; estimated direct and indirect wages, $419,567,142; and the estimated State and local revenues is 73,210,271. Subsequently, any service reduction could affect these revenues, specifically, job growth.

What I'd like to do is begin by summarizing an event that took place approximately 20 years ago in our State that plunged our economy into chaos and severely hampered an economic recovery for years to come. In April of 1973, the U.S. Navy announced that it would remove its Surface Fleet from Newport, Rhode Island within six months and close the Quonset Point Naval Air Station by the summer of 1985. In a state whose total workforce numbered only 415,000 at

that time, the impact of that announcement was swift and substantial. The Navy laid off, approximately, 6,000 civilians. The secondary impact resulted in the loss of another 1,600 primary jobs. 17,000 military personnel were transferred out of Rhode Island, followed by an additional 13,000 military dependents. The unemployment rate at that time jumped 18 percent and affected the entire state population. In two years, the Navy reduced its annual cash flow into Rhode Island by nearly $300,000,000. This represented a loss of six percent of the 1972 gross state product. The Navy's announcement in April of 1973 certainly changed Rhode Island's attitude towards economic development and industrial recruitment. In 1978, Rhode Island aggressively, through the Department of Economic Development and Port Authority and its banks, committed $4,000,000 as an interest-only loan that allowed Rhode Island Port Authority to purchase the first 110 acre parcel from the government, GSA, for 3.1 million. This transaction was completed on November 20, 1978, and allowed the Electric Boat Division of General Dynamics to begin operations in Rhode Island. At that time, the largest employer

was the park, to this day it's still the largest employer.

In 1979, Rhode Island voters passed a $25,000,000 bond referendum that allowed the Port Authority to purchase from the GSA an additional 1,176 acres and miscellaneous equipment. The demolition of selected buildings and improving the infrastructure has cost many millions more on top of that.

Today, the Quonset Point-Davisville Industrial Park Complex managed by the Authority, is a fully serviced industrial park located on Route 1 in North Kingstown. Within the park is the Quonset Point State Airport that can handle anything from private planes to large cargo aircraft. Three deep water piers, with over 6,800 lineal feet of dockage, are available for general cargo. In addition, freight rail service is provided by the park's own rail switching company, Seaview Railroad, connecting directly to the New York-Boston main line of Amtrak via the Providence & Worcester Railroad, which we will allude to shortly.

There are approximately 75 park tenants that are currently located at the facility and employing

well over 6,500 people. In 1991, the federal government through the Federal Base Closure Act, announced that the U.S. Construction Battalion Center, otherwise known as CBC or Seabees for short, would be closed. The state and local governments stand to inherit over 1,000 additional acres for a variety of uses. The Navy created a Base Reuse Committee comprised of public and private sector members to draft a land use plan acceptable to all interested parties and to promote growth of the facility. The Base Reuse Committee has determined that a high percentage of the property shall be used for industrial purposes. The Port Authority is in line to receive 525 acres for industrial development purposes that will generate jobs, tax revenues for the State and the Town of North Kingstown, the park's host community.

The 525 acres consist of a number of large and good condition warehouses and general purpose buildings complete with rail sidings. As a matter of fact, the 23 miles of Quonset Point-Davisville internal rail lines, the Navy has maintained, to this day, 12 miles for it's own use since World War II, while the remaining 11 miles has been used by

the park's tenants. Consequently, the best rail siding sites have been in the Navy's hands and will revert to the Port Authority in March of 1994.

The Base Reuse Committee has also been meeting to create a master plan for the park's development. Several consultants were hired to assist it with this monumental task. One consultant was Mercer Management Consulting, a specialist in port-related to marketing/management activities. The State of Rhode Island, through the Department of Economic Development and Rhode Island Port Authority, has begun to market the new found industrial land in conjunction with the older portion of the park.

As a result of this coordinated effort, Governor Bruce Sundlun has determined two items: One, Quonset Point-Davisville Industrial Park is the administration's top economic development priority; the expansion and modernization of the freight rail system, Quonset Point-Davisville to the Boston Switch, is necessary to achieve this goal to create the next level of jobs needed for Rhode Island citizens.

The rail system upgrade is necessary to accommodate triple stack auto carriers and double

stack container rail cars. One of the park's biggest users is an automobile importation business called NORAD. In 1992, North Atlantic Area Distribution Company, otherwise known as NORAD, imported over 30,000 automobiles consisting of SAABs, Chryslers and Volkswagens. The company's projected to handle over 45,000 units in 1993. According to Mercer Management Consulting, this type of commodity generates approximately $476 per automobile for the economy, this includes direct and indirect impacts.

Again, according to the same Mercer study, if rail height and width restrictions were eliminated, the Quonset Point-Davisville Industrial Park could lure anywhere from 95,000 to 215,000 automobiles with triple stack rail capabilities while generating an estimated annual economic impact ranging from 45,000,000 to $102,000,000 while creating jobs, again, ranging from 784 to a whopping 1,774.

If QP-D, Quonset Point-Davisville, had triple stack rail capability with a regional intermodal terminal for exporting cars abroad, the new range of cars handled by such a facility could almost double.

I'd like to point out to the group present today, that NORAD, in 1993, lost, which is basically in June of this summer, lost Chrysler, and last year in 1992, lost Volkswagen to the Ports of Baltimore, Maryland, and Wilmington, Delaware due to their ports' availability of tri-level carriers.

However, we were told by car manufacturers point blank, that had QP-D had triple stack capability, both manufacturers would not have left.

Coincidentally, the Northeast market for imports is approximately 25 percent of the total U.S. consumption, not to mention that two neighboring markets, namely the Midwest at 18 percent and Southeast at 22 percent, respectively total 65 percent of the U.S. market share, and they're all easily accessible by rail.

Additional potential markets that we feel are conducive to the development of the Quonset Point-Davisville area and rely extensively on rail, include creation of a domestic intermodal container facility, transloading of aggregate, sand, gravel and quarry stone from rail cars to barges, which began last year and has been successful to date. Recently, we just signed a lease agreement with a

stone quarry business who's been importing large stones from Quarry Products from Maine and also from Georgia.

In summary, the 22 miles of freight rail line from the Boston Switch to Quonset Point-Davisville Industrial Park is valuable to the State's manufacturing economy, which accounts for 21 percent of the State's local total employment base, and specifically for future job growth. Modern, dependable, and flexible rail freight service is vital to future economic growth in Rhode Island because one-third of the State's prime industrial land is located at the Quonset Point-Davisville Industrial Park.

The primary industries likely to be drawn to the park, including auto imports/exports, domestic containerization and aggregate transloading, require vertical clearance sufficient for tri-level auto racks and double stack cars, as well as sufficient capacity to ensure dependable and flexible freight rail movements.

In addition, the State has invested 3.5 million in road structure, 10,000,000 in waste water treatment facility at the park, and is poised to

invest another 23 million in other port and park infrastructure needs.

This investment, along with the new 115 KVA lines brought in by the Narragansett Electric Company, coupled with the transfer of the Navy property, basically 1,000 acres, which boast some of the premier industrial land with rail siding on the east coast, could go to waste if rail does not follow suit.

Subsequently, we feel that the timing is right for Amtrak to consider these facts prior to any taxpayer dollars being spent on the electrification system. To do otherwise would be a travesty. If irate taxpayers, acting through their congressional and state delegations were ever to investigate, then Amtrak would be held solely accountable to explain their actions and spending policies to the U.S. Congress. Thank you.

MR. LEVY: Thank you. Next is Ms. Heidi Eddins.

HEIDI EDDINS: Thank you. My name is Heidi Eddins. I'm general counselor for the Providence & Worcester Railroad Company.

Thank you for the opportunity to offer

comments. I will be submitting extensive written comments, and I will try to be as brief as possible.

Providence & Worcester Railroad Company possesses the permanent and perpetual freight service rights and easements over the Northeast Corridor from the Massachusetts/Rhode Island line to New Haven, Connecticut and limited operating rights from New Haven to South Norwalk, Connecticut. These interests are property rights in the corridor and provide P & W with unlimited freight service easements. P & W derives its interests and easements on the Northeast Corridor directly from Amtrak. These rights are embodied in various agreements between P & W and Amtrak.

Approximately 37 businesses currently receive rail freight service via P & W's operations on the corridor. These businesses directly employ a total of, approximately, 21,803 employees, and in Rhode Island alone are responsible, as John said, for $419,567,142 in annual wages and 73 million in annual tax revenues.

The Draft Environmental Impact Statement says that the Electrification Project could have adverse effects on rail freight service and the businesses

that rely on such service. There is nothing theoretical about the impact. The EIS further does not offer a thorough or accurate assessment of the impact and fails to identify or evaluate the mitigating measures necessary to ameliorate the impact. It is indisputable that freight service will be adversely affected. Moreover, the Environmental Impact Statement does not evaluate the direct, indirect and cumulative economic effects of the project as it pertains to freight transportation. In evaluating the impact, one needs to look at four perspectives: The impact on existing freight service; the impact on future growth and rail volumes of those businesses currently using freight service; impact on Rhode Island's and Connecticut's ability to attract new industry; and impacts on clearance conditions, and the ability to offer modern double stack tri-level rail service.

Volumes on the corridor have increased in 1993 by 45 percent in Connecticut and 10 percent in Rhode Island over 1992 levels, and will -- projections, rather, they will increase over 50 percent by 1997 in Rhode Island and 245 percent in Connecticut. The

increased frequency speed of Amtrak's train and introduction of commuter trains has an indisputable and serious negative effect on P & W's ability to service these existing businesses. We have reviewed Amtrak's model, which purports to evaluate the impact of Amtrak's operations on freight service. I will be submitting, together with my comments, an extensive analysis of the model, and our analysis concludes that the delays to freight service are even far greater than the ones that have been identified in the DEIS. And that also assumes the perfect world where there are no delays occasioned by delays or changes in the Amtrak passenger trains, movement of non-revenue Amtrak equipment, maintenance of activities, delays or changes in connecting freight trains or at shipper's facilities.

P & W estimates that the increased costs of operations on the Northeast Corridor will result in increases of between 14 percent and 42 percent in the transportation rates paid by the users of rail freight service. It is highly likely that many current users of rail freight service will divert to truck or relocate, and I'm sure you'll be hearing

1 from many of those industries.
2 The loss of that revenue suffered by P & W as
3 industries turn to alternative transportation modes,
4 will be a downward spiral effect on our ability to
5 cooperate. Transportation costs continue to rise,
6 more and more businesses get diverted off the
7 railroad, and ultimately, rail freight service is
8 abandoned.
9 In that regard, I would like point out that the
10 DEIS incorrectly interpreted correspondence from me
11 to the FRA. P & W estimated in that correspondence
12 that it would lose approximately $900,000 of current
13 operating revenues to diversions of relocations
14 resulting in a negative impact. It is not $900,000
15 of lost economic opportunities -- that's another
16 subject which I will get into. The loss of freight
17 service on the corridor would have an absolutely
18 devastating impact on Rhode Island's economy, and I
19 will not repeat the data that John submitted, but I
20 will point out that as transportation costs rise,
21 industries turn to alternative modes, which will
22 result in a decline in real income of residents
23 arising from the higher cost they will have to pay
24 for goods and services; a loss in income translates

1 into changes in output; employment and wage levels,
2 changes in returns on capital. The use of other
3 transportation modes also mean hastened
4 deterioration of highways and higher maintenance
5 cost.
6 Another area where I am extremely concerned in
7 the EIS is that it does not adequately evaluate the
8 construction impact of the project on freight
9 service. The DEIS states that the construction
10 impacts of the electrification high speed project
11 will be minimal on freight service, and that simply
12 is not true. There is no provision being made for
13 the storage of construction and track equipment.
14 P & W and its customers have already experienced
15 serious disruptions due to Amtrak's storage of
16 project construction equipment on sidings used for
17 freight service. One customer lost a day of
18 production, and another was without freight service
19 for three days because of this practice. This
20 impact will only get worse as the construction
21 project intensifies. The DEIS should evaluate this
22 thoroughly and identify mitigating measures such as
23 the construction of additional track capacity for
24 storage.

We have identified the measures that are necessary to preserve and protect freight service on the corridor, and they are to construct a third track with vertical clearances of 20 feet and 7 inches above top of rail from Boston Switch to Davisville, and construct passing sidings between Davisville and New Haven, at Kingston, Westerly, Waterford, Old Saybrook, Clinton, Guilford and Branford.

The second area of impact is the impact on the ability of current freight users to grow. The DEIS states that any new freight operations would be restricted to nighttime. That impact will restrict the ability of current businesses to grow as they are projecting to grow. Nighttime operations have unacceptable consequences. P & W's cost of operations rise significantly and these costs will be passed on to the user. Nighttime service raise shipper's cost by requiring them to add additional shifts to off load rail cars and make other costly changes to their operations to adjust to nighttime deliveries. Nighttime service would result in significant delays in moving products in and out. Currently, P & W places rail cars at the customer's

facility within approximately 12 hours of the shipment's arrival on P & W's system. Nighttime operations would double or triple the delivery time. Nighttime switching operations will also have an adverse effect on noise levels to surrounding residential properties. Nor can it be assumed that the windows to operate freight trains at night will be available. It is undisputed that due to the heavy use of the corridor during daylight hours, all maintenance activities of the track, signals and catenary system will occur at night.

Without adequate capacity to operate freight trains in an efficient and cost-effective manner, the ability of the region to attract new industry is severely restricted.

I'd like to comment briefly, because I'm sure I'm running out of time, on clearance conditions. The DEIS states that Amtrak plans to maintain the current published vertical clearance. First of all, I am not at all sure that that is true because it's my understanding that the clearance envelope proposed to be implemented is between 16 feet, 2 inches, and 16 feet, 8 inches. We currently move between 16 feet, 10 inch traffic, and until 1992

have moved 17 feet traffic, until Amtrak unilaterally and without notice reduced clearances at one point preventing the movement of those cars. Amtrak's proposal seeks to reduce clearance on the corridor to the lowest common denominator. Currently, 16 bridges between Boston Switch and Davisville have adequate clearance to move tri-level cars or double stack container trains. Of the remaining 42 structures, 11 have a clearance deficiency of less than one foot, 26 bridges are deficient by less than two 2 foot. This project reduced the clearances to the lowest common denominator.

Amtrak contends it has the right to modify existing clearance conditions based on an understanding reached between it and Conrail more than a decade ago. Conrail's agreement, made before modern rail cars were even being considered, does not bind P & W. P & W's operations on the corridor are derived directly from Amtrak and are not dependent on any pre-existing arrangement.

I was going to comment on the State's Purpose and Need Statement, which has been submitted to you, but in the interest of saving time, I will rely on

my written comments on that subject. I guess in summary, so I'm not taking up anymore time than necessary, I would advocate that the project not go forward until the cumulative economic impacts of it as it affects freight service and Rhode Island's economy are thoroughly evaluated and mitigation measures identified.

MR. LEVY: Thank you. The chair will allow second comments after everybody has a chance to speak. We just want to make sure everybody gets a chance. I appreciate everyone for trying to stick as close to the five minutes as they can.

RI-H-5

Next individual is Douglas Mancosh.

DOUGLAS MANCOSH: I'm Douglas Mancosh. I'm the President of B.B. & S. Treated Lumber located at Quonset Point. I am one of the faithful 39 customers of P & W that will be affected by the Amtrak modifications we're discussing today.

I want to tell you a little bit about my company because I think it represents a typical Rhode Island business. At the company, we have between 40 and 50 employees at Quonset Point, and indirectly we probably employ between 10 and 15 if

you consider the people that work almost exclusively for us on a transportation basis. We came to Rhode Island in 1983 and invested several million dollars in our Quonset Point facility. We put several million dollars in Rhode Island's economy annually, and we are extremely, extremely sensitive to rail freight. We currently draw in about 500 cars per year. I have put on hold a nearly 1.6 million dollar expansion in that facility depending the outcome of this Amtrak proposed high speed line. Our employment has gone up sevenfold since we arrived in '84, our sales are 27 times what they were in '84 on a rate of 10 percent a year. We're spending money; we're young; we have goals, and we intend to meet them. Quonset Point is an ideal facility for us, and it has been ideal since we arrived. It is the best land we saw in the Northeast on a rail freight service basis.

I have the intention of growing with this business. I am absolutely, absolutely prevented from doing that if Amtrak is able to produce a high speed train freight service or even limited marginally. Five percent of my annual sales are inbound rail freight cost. We are highly sensitive

to that component. Currently, from what I understand, it is possible to construct and produce a freight track for exclusive freight service down in our Quonset Point area and back up where all the businesses are back in Providence. It seems almost unbelievable that any federal funding or any federal authority would allow Amtrak to proceed without having considered the fact that so many people and businesses are so severely affected in this state by their actions. There should absolutely be no funding for this project, unless they are brought or having design according to criteria, that do not affect us. We cannot sustain a 14 percent increase in freight cost, let alone the 42 percent of the upper limit that I gave. We will close the business. That's it. There is no question about it. It's not debatable, and there's really nothing we can do. Trucking is not an alternative. Ninety percent of our raw material arrives by train. Trucks would put us out of business in six months. So there really isn't a middle ground for us. We've watched it. We're almost appalled that it's proceeded so far, and the objective has been raised or heard earlier. I fully agree with high speed

passenger rail. I ride it to Philadelphia, and I prefer it to flying, but the truth is, they always coexisted in any part of country with freight service, and that coexistence must be maintained and not at the expense of either party. Now, the feds can tell me I can put a couple hundred million and the Amtrak could probably be mine, it seems to me that they have to also consider their freight issues and take positions in joining us. This state needs businesses like us. We need services at this rate to stay up, and they are available to us in Quonset Point. We don't have that good alternatives in the Northeast. We've looked. We're looking now. We're not looking to move either, but the truth of the matter is, there isn't a question about what we have to do if we don't survive this rail freight assault that is currently designed in the Amtrak high speed line. I'm fully for the project. I have no qualms whatsoever. I think it's wise for the State, wise for this country, but it cannot be at the expense of people like myself and other business owners in the State who have built their businesses and their investments and their livelihoods around the services that we've enjoyed here for 10 years. You

have to force that protection for us. There is absolutely no reason in the world that we should be denied that at this point, nor that this State should be denied the opportunity that it has developed in Quonset Point. I appreciate your time.

MR. LEVY: Thank you very much. Next is Steven Musen.

STEVEN MUSEN: I'm the chairman of the Rhode Island Association of Railroad Passengers. I've already given a statement that I had written previous to you people. Rather than going over my particular statement, let me just address what us Rhode Island passengers are concerned about, and that is, after we studied this thing, and we tried to work out a plan to incorporate freight passengers, so much time will have gone by that the project benefits will not accrue to us in the absolute near future. We've heard talk that we should stop this project dead cold until we resolve the problems that benefit the freight industries and the shippers in this particular state. We asked that you not stop cold. We ask that there are sections of this project that can go ahead while the other sections are resolved.

For example, between Davisville, and probably as far as Old Saybrook, there is absolutely no reason, absolutely nothing that's been brought forward in this Draft Environmental Impact Statement that would affect the freight user, and there's no reason why Amtrak cannot proceed today according to the plans that have been decided and have been evaluated in this Draft Environmental Impact Statement.

Between Davisville and Providence, there is a serious freight constraint. There is a need for additional capacity, it's obvious. The Environmental Impact Statement has identified that there will be harm that will come out of this particular statement. The Draft Environmental Impact Statement doesn't have to resolve these problems, all it has to do is identify that. It is up to the FRA and their ongoing studies of capacity of the Northeast Corridor. It's up to the State of Rhode Island and their environmental people. It's up to the P & W and Amtrak to negotiate how they want to resolve the situation. Your job to identify these problems has been adequately served by the information that you have provided to us in this Environmental Impact Statement today. And we would

like to see this Environmental Impact Statement to be completed so that we can go on with the necessary construction before inflation catches up to us and everybody has to pay more.

As far as the cost of providing for freight service, it is assumed that Amtrak has these deep pockets. Amtrak does not have deep pockets. Outside of the Northeast Corridor there, the entire national system there is shrinking, it's on the verge of collapse because of inadequate capital investment. We tried to talk to the people there who see their trains going from weekly to tri-weekly, and we were told that we want another $100 million to be put into this and come out of Amtrak's pockets, we would be screamed at and laughed at because of the fact what they need to keep their stuff going, is an extremely minuscule amount in relation to that. When we want to keep a station, when they wanted to get a line developed, they had to pay 80 and 90 percent in capital cost. We're getting a free ride. In fact, the State of Rhode Island is getting 100 percent from this project being paid the federal government.

As a Rhode Islander, I want to see freight

development at this particular point, but I also want to see the proper people pay for the cost of these particular developments, that includes me as a taxpayer because the State of Rhode Island is going to have to contribute some of its monies. Providence & Worcester Railroad is a primary beneficiary, and they are going to have to pay their fair share. As long as the plan allows for the State to participate monetarily into the development of the third track, and these particular plans are satisfactory from the Environmental Impact Statement, and there's nothing in the environmental analysis that requires us to stop this particular project and not to proceed with the completion of the environmental impact review.

I'd like to thank you for your time, and I would like to thank you also for the effort that you put into providing us with the documents that we have already today. Thank you.

MR. LEVY: Next individual is Barry Dores.

BARRY DORES: Good afternoon. My name is Barry Dores, and I represent Colfax Incorporated. We are in Pawtucket, Rhode Island.

We are not one of the 39, but it would be a negative impact upon our company. Colfax Incorporated is a manufacturer of shortening oils, and we employ, approximately, 100 people, and we bring in raw materials from 1 to 3,000 miles distance from our plant. And obviously, if we'd have to convert 80 to 90 percent of the rail service that comes into our plant into truck service, I feel it would put us out of business. We do, approximately, six to ten cars per day, and we unload, approximately, 1,800 cars per year, and, again, that's a large loss of business that P & W would lose if we did go out of business. Some of our customers are small distributors like Burger King and Dunkin' Donuts. We work on a very low profit margin. Being a commodity in business, we work on fractions of a penny. Thus, to market our products, we must be very competitive. We also must provide excellent service to our customers. Many times our customers will call us today for tomorrow delivery, and if our service is reduced from everyday service to every other or every third day service, we're not going to have the products or materials to produce to provide to our customers the next day. The P & W Railroad

has been providing service to Colfax for -- since, approximately, 1975, I guess, and they provide an excellent service to us. We receive a switch everyday, and sometimes even on Sundays if we need it. They're very easy to get along with. It is imperative that we maintain this type of service, anything less would result in higher freight rates and poor service. If we receive nighttime switches, safety becomes an extreme problem. Also, we will not have enough time to steam the product that comes in. It's crude oil, and it does have to be heated at times so that we can unload it the next day. If companies are forced to relocate out of Rhode Island or go out of business as a result of the DEIS report, Colfax would suffer the burden of higher freight costs and reduce its services. We cannot afford the higher freight cost.

The third real and other issues must be considered in order for Colfax to maintain efficient and afford the freight service we presently have. I hope you will consider my comments. It is of vital importance to the growth of rail service and also to the growth of industries in Rhode Island. Thank you.

RI-11-8

MR. LEVY: Ms. Janet White.

JANET WHITE: Good afternoon. My name is Janet White. I'm Vice President of Economic Development for the Greater Providence Chamber of Commerce. Thank you very much for the opportunity to speak to you about improved rail service and the proposed electrification of the Northeast Corridor. The Greater Providence Chamber of Commerce is the State's largest business association representing over 2,400 businesses located in 38 of the State's 39 cities and towns in Rhode Island. The Greater Providence Chamber of Commerce supports the efforts of Amtrak and the Federal Rail (sic) Administration to improve passenger rail service along the Northeast Corridor. We support the electrification project for several reasons.

First, improvements will result in reduced travel time from Boston to New York. The project will have a positive impact on employment and income, and not only will travel time be reduced, but the project will result in energy and air quality benefits.

From an economic development perspective, the

electrification of the Northeast Corridor will improve business opportunities in the Northeast and encourage more business transactions among New England firms.

However, the Chamber also recognizes the challenges posed by the Electrification Project upon freight rail service in Rhode Island. This is a major economic development issue and one which the Chamber is very concerned about. It is our understanding that as a result of the Electrification Project, any new rail freight service will be restricted to nighttime operations, which will significantly increase the costs of shipping products via rail.

Time delays for all freight shipments are anticipated. These impact a company's bottom line and impact upon the cost of doing business in Rhode Island. As stated in the Draft EIS, some potential shippers may locate in other areas with more favorable transportation services. Rhode Island can ill afford the loss of businesses and jobs moving to other states because of transportation issues. As evidence of the impact already, Rhode Island's automobile import/export industry lost the business

of both Volkswagen and Chrysler at the Quonset Point-Davisville Port due to a lack of available modern freight service.

The potential economic impacts of providing a modern, efficient freight rail service in Rhode Island are staggering. Consider the impacts of the future development of Quonset Point-Davisville currently serviced by freight rail, a park which is critical to the State's future economic vitality. Over one-third or 800 acres of prime industrial land at Quonset Point-Davisville is vacant. The jobs anticipated from the creation of an automobile processing center, for rail containerization growth, aggregate and regular local freight will yield an estimated 16,340 to 22,000 jobs generated or retained and an annual economic impact estimated at $545 to $847,000,000 in wages, tax revenues and leases. However, the opportunity to provide future freight rail service to new companies desiring to locate at the industrial park will be seriously restricted.

For example, future development potential includes the use of Quonset Point-Davisville as a commercial port. However, limitations such as

insufficient vertical clearances to accommodate the use of state-of-the-art freight equipment such as double stack and tri-level auto carriers which are becoming the industry standard exist. This would place the freight railroads at a competitive disadvantage according to the EIS.

We should not take a short-term view of the potential impacts the Electrification Project will have on freight rail service, which if nothing is done to rectify the problem will result in additional costs in the long-term. Let's plan for this issue now and address it in a comprehensive manner that ensures an efficient and modern passenger and freight rail service in Rhode Island.

The added costs, inconvenience and limitations of the type of freight rail cars will have a serious impact on existing and future freight rail movement.

It is critical that the issue of preserving freight rail service in Rhode Island be addressed and I urge Amtrak, the federal government and the State to work together to identify specific mitigating measures to address this critical economic development issue. Measures such as ensuring sufficient freight clearances and a third

track dedicated to freight rail service should be considered in the electrification design plan.

Although, the Draft EIS study discusses the potential impacts of the Electrification Project on freight service, there are no attempts to offer recommendations or solutions to the issue. The Chamber believes that these impacts are real issues which must be addressed.

Prior to the completion of the design of the Electrification Project, a provision for ensuring modern freight service should be incorporated into such plans.

On behalf of the Greater Providence Chamber of Commerce, we urge you to include in the Draft EIS the issue of preservation of rail freight service in Rhode Island and to work toward a mutual solution to the problem.

Thank you for the opportunity to present our position in this matter.

MR. LEVY: Thank you. Next is Senator Robin Porter. RI-H-9

ROBIN PORTER: My name is Robin Porter. I speak to you as the State Senator for North Kingstown here in Rhode Island. I appreciate

the opportunity this hearing affords us. As a committed and a long time rail commuter on Amtrak to New York, Philadelphia and Washington, I want to add my personal support to the project for electrification of passenger service from Boston to New Haven.

Many supporters of this project, citizens, town officials and state legislators are, however, concerned with its affect on the projected commuter rail travel from Westerly to Providence, and the hope for increase in rail service, rail freight service, especially in and out of Quonset-Davisville Industrial Park in North Kingstown, I ask that you and Amtrak take into account these Rhode Island concerns as your planning moves ahead.

In our planning for the 21st century, and cleaning up our air and rebuilding our economy, we believe the commuter rail and freight rail are going to be crucial elements in our success. We're ready to work with you, and hope that you will welcome our own views.

And finally, there is a separate concern that arises out of electrical lines in residential areas. We'd appreciate your assurances how the project will

mitigate the possible effect of electrical energy on those who live along the line. Thank you.

MR. LEVY: Next individual, sorry if I mispronounce the name, is Daniel Baudouin.

RI-11-10

DANIEL BAUDOUIN: My name is Daniel Baudouin, and I'm the Executive Director of a group called the Providence Foundation. It's a private not-for-profit organization dedicated to the future of downtown Providence. It's supported by 50 businesses and institutions who employ about 25,000 people.

The foundation strongly supports the Amtrak proposed Electrification Project. After reviewing the Draft EIS, it is clear to us that the benefits outweigh the costs. Perhaps one of the biggest benefits would be in the form of air quality improvements. Economically, we also believe the project will produce significant benefits to the State of Rhode Island and Providence. The study states the travel time between New York and Boston will be less than three hours, and there will be 26 trains per day in each direction. We encourage that type of increase in train service. The draft study

also discusses the adverse effect on freight service in Rhode Island, and certainly a number of speakers have brought this out. We encourage a comprehensive project to ensure that freight service potential is not diminished or made costlier by the electrification process. The electrification and bridge design and construction should allow for planned freight rail improvements.

Finally, one small point, there's discussion about additional parking demand generated at the new station in Providence. Demand is expected to increase from 200 spaces to about 665 spaces according to the study. As you may know, the train station is located in the city's new Master Plan Capitol Center Project. There is ample existing and planned parking to service this demand.

MR. LEVY: Thank you very much. If you have any written copies of any speeches that were given, we would appreciate it for the stenographer. It makes her life a little easier.

Next individual is a Ms. Karen Salvatore.

RI-H-11 KAREN SALVATORE: I'm Karen Salvatore. I represent DOT Watch which is a citizens advisory group on transportation issues.

We're on the record as being supportive of the electrification of the Northeast Railroad Corridor. We're also on the record as encouraging you to be sure, to simultaneously for the electrified corridor, make sure that a third track is laid down and raise the bridge clearances to accommodate the double stack container cars. The bottom line is the economic viability of Rhode Island, and if our ports are cut off from freight rail, we cannot grow businesses and industries in those ports without it.

1 Also, the third track is essential for future commuter rail. I noticed that on page 29 of the Draft EIS, there's a figure here that the electrification will draw a quarter of million passengers away from T.F. Green Airport annually. I just want to ask you if it's possible for the Federal Railroad Administration to more meaningfully communicate with the Federal Highway Administration and with the Federal Aviation Administration because what we're talking about cost a lot of money, and there's only X amount of dollars in the national budget. So if you could just prioritize what it is that really needs to be done and what will have the largest net effect in adhering to environmental laws

such as the Clean Air Act and the Clean Water Act, then maybe you can make some hard decisions about, do you spend $200,000,000 expanding the airport, or do you spend $300,000,000 relocating 1.4 miles of Route 195, or do we electrify the Northeast Rail Corridor, lay down the third track, raise the bridge clearances, clean up the air, clean up the water, reduce congestion and make a cleaner safer, sounder, environmentally and economically sounder way for people and products to travel from state to state. Thank you.

MR. LEVY: Thank you very much. Next individual is Adi Sukkar.

RI-H-12 ADI SUKKAR: Good afternoon. My name is Adi Sukkar, and I'm the congressional assistant of Jack Reed, U.S. Representative, Second District in Rhode Island. Unfortunately, he is not able to be here today, and as we all know, the House is in session voting on NAFTA, so I'd like to submit testimony on his behalf. I'd also like to state that additional testimony will be submitted in written correspondence.

I want to thank you for the opportunity to submit this short statement regarding the Federal

Railroad Administration's Draft Environmental Impact Statement on the Northeast Corridor Improvement Project. Electrification of the Northeast Corridor is a goal I've supported and advocated in Congress; however, I'm greatly concerned that Amtrak's current electrification design would achieve the goal of high speed rail passenger services between New York and Boston at an incredible expense to freight rail service in Rhode Island. Although the Federal Railroad Administration's Draft Impact study reflects the growing realization that the Northeast Corridor Improvement Project will affect freight rail and economic development in Rhode Island, I share the State's concern that the draft statement still does not recognize the imperative need to establish a dedicated third rail line for modern freight service as well as future commuter rail opportunities.

The Northeast Corridor is our nation's only high speed rail system, and I believe that it should serve as a model of how to design and construct any future high speed rail program. In light of this, the Federal Railroad Administration needs to more adequately address several issues in the Draft

1 Environmental Impact Statement. The FRA Master Plan
2 draft, and the portions of Amtrak's current
3 electrification design which are under the FRA's
4 oversight. Simply stated, the goal of the corridor
5 Project should be to do no temporary nor permanent
6 harm.
7 Rhode Island's current freight rail track
8 capabilities and its plan to develop a modern
9 freight rail system must be maintained. As the FRA
10 has heard already today, neither the Draft
11 Environmental Impact Statement nor Amtrak's current
12 design recognize the need for a dedicated third rail
13 line to protect existing or future freight rail
14 service. There is no commitment to ensure
15 sufficient vertical or lateral clearances for double
16 stack freight trains, even the U.S. Secretary of
17 Transportation, Federico Pena, has expressed support
18 for these clearances to me. There's no realization
19 that a separate freight rail line would permit the
20 development of a modern freight rail system in Rhode
21 Island, and allow the State of Rhode Island to
22 develop the Port of Davisville. Indeed, the Rhode
23 Island State Department of Transportation and
24 Economic Development recently delivered a report on

1 the economic development potential of Davisville to
2 the FRA, and the U.S. Department of Transportation,
3 and I will strongly urge that this analysis be fully
4 incorporated in the final Environmental Impact
5 Study.
6 There's no protection of daytime freight
7 service in Rhode Island between the Port of
8 Davisville and the Boston Switch. Indeed,
9 electrification of the corridor means more trains,
10 traveling at greater speeds, all of which entails
11 less access for freight trains, both during and
12 after construction. Moreover, the elimination of
13 daytime freight service would lead many Rhode Island
14 businesses to abandon freight rail in favor of less
15 efficient transportation systems, and the cost of
16 nighttime freight service is higher for both the
17 service provider and the customers.
18 And finally, there's no mention in the report
19 that removing slower freight trains from the high
20 traffic, high speed passenger rail line will
21 increase safety.
22 While I realize that this is a draft document,
23 and that the FRA has diligently cooperated with the
24 State of Rhode Island, I believe it is important to

move beyond the mind-set that stymies the state's effort to develop a freight rail system and capitalize on Davisville's obvious advantages as an intermodal transportation center.

Again, I want to thank you for the opportunity to submit this testimony. I look forward to reviewing the final version of the Federal Railroad Administration's Environmental Impact Statement. Thank you on behalf of Congressman Reed.

MR. LEVY: Thank you. Next individual is Barbara Learned.

RI-H-13

BARBARA LEARNED: Thank you. I'm Barbara Learned. I'm from the North Kingstown Town Council, and as a councilor, I serve on the Davisville Base Reuse Committee, so I am deeply involved in the development of Quonset Point-Davisville Industrial Park, which is not only for the State of Rhode Island, but for the Town of North Kingstown which is extremely important to our future. You have heard from various government bodies here, and I'm not going to attempt to repeat what they've said nor, can I top the real information and the statistics you have heard from private industries and the public sector. I am

here, however, to encourage you to include the question of improving freight service while you do this. We are delighted that we're finally getting improved passenger service, but without improved freight service, the State of Rhode Island won't have any passengers to go anywhere to jobs to ride on your trains. Whoever will be riding will be going from one place to another because we won't have jobs if we don't have ways for our commodities to go out from our businesses and for our raw materials to come in in an efficient, safe and clean way. The only way that can happen is with improved freight service, so please, don't continue to ignore freight service. We need it.

MR. LEVY: Thank you very much. That's all the people that have signed up to speak. We'll take a five minute break. I'd like to take no more than five minutes, then we can reconvene so we'll have additional people speak.

(BRIEF RECESS AT 3:30 P.M.)

MR. LEVY: The lady that I recognized just a few minutes ago, if I could just have your name?

RI-H-14

EUGENIA MARKS: My name is

Eugenia Marks. I am the Director for Research, Advocacy & Publications for the Audubon Society of Rhode Island. I hold a masters degree in Environmental Studies from Brown University.

In general, Audubon supports efforts to improve mass transportation and to improve air quality and other environmental elements by transportation electives. We applaud the savings in air emissions to the extent that this proposal projects a savings in VOCs, NOX and carbon monoxide. We recognize that carbon dioxide, a major factor in greenhouse effect is not regulated, and therefore, no estimates for CO2 emissions are listed, but that will certainly be an impact from this project.

As an important aside, we point out that increases in travel attributable to increased population will continue to burden air quality despite improvements in technology and selected mode of travel.

The National Environmental Policy Act declares among its policy harmonious coexistence of humans and nature, assurance for all Americans for a safe, healthful, productive, and aesthetically and culturally pleasing surroundings, wide beneficial

use of the environment without degradation, risk to health or safety, and enhancing the quality of renewable resources, and achieving maximum attainable recycling.

Audubon Society was the project manager for the application for Sole Source Aquifer designation for the Wood-Pawcatuck Sole Source Aquifer, and we appreciate your attention to precautions against spills during construction to protect groundwater quality.

Because we are interested in local mass transit between loci of population within the state, we ask that the final EIS detail the conflict between local rail service and high speed intercity rail.

Furthermore, we want to support freight use of rail lines and we ask that under 3.1.1.3, "Applicable Rhode Island Regulations, Policies and Guidelines," that the State Guide Plan Element, Report Number 82, and the Overall Economic Development Program be included. Report 82 is the Freight Rail Plan.

We ask that while bridges are being reconstructed to accommodate catenary lines, that the design include consideration of width and height

requirements for freight.

We ask that at the Richmond Switching Station, see figure A24, and at the nearby railroad bridge over the Pawcatuck River, special attention be given to preventing access and to providing caution signs because local youngsters have been observed using the bridge as a diving platform into the river.

We are concerned that the analysis of the impact to health from electromagnetic fields is not adequate because it does not show clearly how far from the tracks the sensitive receptors listed in Table 3.1-1 are. Teachers and health care professionals may for duration of years be stationed in a room closer to the electromagnetic fields than other parts of the whole building, and so those considerations should be included.

The impacts of long-term exposure to EMF are not clear, and although there is considerable background EMF, it is not understood how additional sources may contribute adversely to health.

In addition to National Cancer Institute studies linking exposure to EMF with childhood leukemia, there are also studies from Norway and from the Fred Hutchinson Cancer Research Center in

Seattle that correlate increased incidents of breast cancer in males and females, among them rail engine drivers and trackwalkers. We question whether any studies comparing the health of workers on the Washington to New Haven line electrified since the 1930s to the general population have been made.

Although osprey are not on the Federal Endangered List, once decimated by DDT to seven birds in the state, I think that was about 1972, they are monitored by the Rhode Island Department of Environmental Management. Currently, I think the population is around 47 pairs. Our concern for osprey populations nesting in the Great Swamp and other locations in proximity to the proposed catenary lines lead us to ask that the Great Swamp Management Area be listed under Table 3.1-1 as a sensitive receptor in Richmond and South Kingstown. In addition under Table 5.2-1, we ask that osprey nesting on poles and flanges for catenary lines be listed as a potential impact and that a mitigation plan of constructing nearby platforms and protecting the poles against such intrusion be proposed. Narragansett Electric has dealt with this problem where its high voltage line passes through the Great

Swamp. Under 4.12.3.2, we ask that the Great Swamp to the state line section be listed as a critical habitat for osprey.

Under 4.12.2.2, we ask that methodology or criteria for considering wildlife habitat of high value. We are concerned that invertebrates and plants be included in any assessment.

To enhance renewable resources, we ask that the Final EIS review the application of solar energy to such uses as signal lights, on-board auxiliary electrical uses including lighting. We ask this in the face of the project having a ready source of generated electricity because any savings in generation converts to a savings in air quality.

To accomplish maximum recycling, we ask that a section be added to the Final EIS to require that materials from construction and reconstruction projects be recycled to the maximum extent possible and that public review of recycling plans be included. Thank you for this opportunity to comment.

RI-H-15

MR. LEVY: Thank you very much. Next individual Gerald Gannon.

GERALD GANNON: Thank you,

chairman. My name is Gerald Gannon. I'm the President of G.M. Gannon Company located here in Warwick, Rhode Island, as well as Cranston, Rhode Island. We're a chemical distribution business. We've been in this business for about 25 years now. Our main business focus is supply industrial chemicals throughout Southern New England. We have approximately 550 customers.

My major concern is the freight availability and how that freight is going to alter my business. Perhaps even more importantly, how it's going to alter the businesses that we provide our products to. We don't use any of the products that we bring in. We distribute those products throughout Southern New England primarily to the textile trade. And the textile trade is a very, very fundamental important source here in Southern New England, very vital to the economy of our state. I'm concerned that we have to raise our prices to these people. We have to alter the way we deliver our products to these people. How it will adversely affect that industry, as well as some other industries that we provide chemicals to.

Additionally, we're planning or have been

planning an expansion of our Cranston plant to do some transloading of high volume chemicals. This would involve bringing in an additional 100 rail cars per year. We currently bring in, approximately, 200 rail cars per year representing about 30,000,000 pounds of products.

By having rail freight service limited to nighttime operations, some of the restrictions that have been noted here earlier in the program today, would cause us a great deal of adverse operating conditions, safety being a major concern of nighttime delivery going through residential areas and so on.

I'd just like to amplify my concerns about the third track, the addition of the third track, how that could alleviate some of the problems that we may -- could endure, let's just say, by the Electrification Project as it's now held. Thank you very much. RI-H-16

MR. LEVY: Thank you. Next individual is Ms. Allison Walsh.

ALLISON WALSH: Good afternoon. I'm representing Save the Bay and its 15,000 members. We are generally in favor of the

electrification. We have a couple of concerns, and I will just outline them very quickly, and then send you something in writing. We are very concerned about the reconnection of the bay which happens to be mostly in the southern part in Connecticut, and I have just learned that there is no plan to reconnect what was unconnected some 50 or 60 years ago. Perhaps someone can enlighten me as to why that was not considered an appropriate measure.

We're also somewhat concerned about during construction if service is interrupted that there will be a loss of ridership on the train, and wondering if there's an idea to provide some other kind of mass transit so that we don't get single occupancy vehicles back on the road.

And finally, we'd just like to say that we would like to show our support towards the improvement of the freight rail system, implementing a third rail, and the heightening of bridges along the way. Thank you very much.

MR. LEVY: Thank you. Jonathan Stevens. RI-H-17

JONATHAN STEVENS: Thank you. I'm Jonathan Stevens, City Planner representing the

City of Warwick, Rhode Island. The City strongly supports this Electrification Project. I know it's been a strong priority of the Congress in providing funding and legislation. We believe strongly that this mass transit and alternative to automobile transportation in regards to the Northeast Corridor will be a valuable addition for many generations to come and addresses the issue of helping the environment with clean air and all that. This is an economic development opportunity, and I think we open up markets with the corridor.

Number two is, I guess we're curious to know whether -- how this might interface ultimately with a commuter rail system which would also be a valuable addition to the network that we have in Rhode Island here in Metropolitan Providence in specific. Specifically, we are interested in seeing, possibly, in the future a train station, a commuter train station at the Green State Airport area so that individuals can get off the airport, and move to, perhaps, people move over to a quarter mile away to Kilvert Street and catch a quick trip to Providence.

Then there's some housekeeping measures from

the City of Warwick's perspective, one is the Pettaconsett Bridge. Your office in Philadelphia has been in contact with us about putting together some sort of consensus building effort as to what the best design should be, and I want to make you aware that we are in contact. We will be working towards some sort of resolution on the replacement or the removal of this old wooden and steel bridge.

But also, I think we are interested, at the same time, in the Lincoln Street underpass. In Warwick, the railroad line presents an obstacle to the passage from east to west to Route 2 retail corridor and Route 95, and where most people live in Warwick, and we'd like to see some sort of connection there strengthened. Lincoln Street is presently a one lane underpass and it would be great if we could figure out a way through the electrification process to create a widening of that underpass so that there can be a free flow.

And finally, the Apponaug Bridge, the overpass that we're interested in possibly having culverts installed as Senator Lieberman has been so successful in working with you folks in the Connecticut area in restoring flow to estuary areas

that have been cut off traditionally by the construction of these bridges in old times. The Long Island Sound -- Greenwich Bay, like Long Island Sound, is a water body of risk. We have recently seen the closure to Greenwich Bay to shellfishing and very, extremely interested in wildlife habitat and shellfish restoration, water quality restoration there. So I think we have an opportunity to achieve an environmental protection measure while creating this electrification infrastructure development. I thank you for the opportunity to speak.

MR. LEVY: Thank you very much. At this time I'd like to open to the general public. If you'd like to speak and make any other additional comments, feel free to do so. Yes, sir. Just identify yourself when you come up, please.

RI-H-18 DENNIS PRIOR: My name is Dennis Prior. I'm the Director of Purchasing for the Cranston Print Works Company. My comment, I'd like to just make that I support the previous comments of Mr. Gannon, from G.M. Gannon Company. We are one of the customers from his company and other chemical distribution companies in the area who do use freight rail service. We particularly buy,

approximately, three and a half million pounds per year of general commodity chemicals which are used in our process and then are transported from chemical distributors to facilities which we have here in Cranston, Rhode Island, also, in Webster, Massachusetts.

Cranston Print Works is a textile printer. We're the largest and oldest textile printer in the nation. We also have a manufacturing facility down in Fletcher, North Carolina, and as many people in this area are aware, back in the early 1900s, much of the American textile industry moved south. We are among those who have chosen to stay in Southeast New England, and to make it here, we believe that some of the best people in the textile manufacturing industry are located right here. We want to make it in Rhode Island and in Massachusetts, and we hope that your oversight of this environmental impact study will include concerns for the improvement of freight rail service through the progress of the electrification of the Northeast Corridor.

We feel it's extremely important that now we have a facility like Quonset Point here in Rhode Island that can be developed. Now we're in the

middle of that, please, don't cut us short in the middle of doing that development, which directly has an impact on the economic growth of the smallest state in the union.

We just want to express that there are many more like ourselves, Hoechst Celanese, Duro Finishing in Fall River, Seville Print & Finish in Woonsocket who are in the textile business who depend directly upon chemical distribution companies such as Mr. Gannon's for the supplies which we use in our process and if it affects them, it affects us. We're the people who that are hurt when that ripple goes through the lake.

So I just want to reiterate our support for the third rail to enhance freight rail service. We're very much for the electrification. Let's improve our commuter service on the rail. We, as a company, use that between Providence and New York City where we have our merchandising divisions, and we're all for that, just let's not forget that if we don't have the jobs here, there won't be any reason for us to be sending people back and forth. We'll also be forced to move. Thank you very much.

MR. LEVY: Thank you very much.

R1-1-19

Yes, sir.

OSCAR SHELTON: Good afternoon. My name is Oscar Shelton, and I've seen quite a lovefest here this afternoon about freight and passenger service which is good to see in some respect.

First of all, let me kind of qualify myself. I'm here as a private citizen, however, I spent 14 years working for Amtrak, eight of those years as a train dispatcher. We've heard a lot from people from Economic Development and from elected officials, and from the State Department of Transportation. I'd like to kind of give you my opinion as a professional, former professional, train dispatchers. First of all, I would give a lukewarm endorsement to the Electrification Project overall, and the reason for the lukewarm endorsement may become apparent to some of you if you ever get caught on an Amtrak passenger train for -- when the overhead wires go down, and you're sitting there for three or four hours waiting for the diesel engine to come in. Other than that, I do give it a lukewarm endorsement. I believe that when you're talking about freight, that the vertical clearances, if they

can be made without disrupting communities and it can be done in a relatively inexpensive way such as undercutting, I would be in favor of improving clearances for freight services.

However, I'm adamantly opposed to a third track and let me tell you why. Currently, there's about 10 passenger trains operating between Providence and Davisville. The daily freight train operates from the Providence & Worcester Railroad between Boston Switch and Davisville. I have heard some comments to today that it's 22 miles from Boston Switch to Davisville, that's true; however, there is an independent track already from Boston Switch through track five from the old Lawn interlocking and through the yard track five through the old Northrup Avenue yard through the Providence Passenger Station, down almost as far as Olneyville. So you have no problems there. P & W now has their own independent track. There's no interference with passenger trains whatsoever in that area.

If you're looking to put a third track in, right now you've got the abandoned Washington Secondary, that runs from about Olneyville parallel the main line heading towards Cranston. It's

possible that could be upgraded and continued into Cranston as a third rail -- third track. From Cranston interlocking then to Davisville, you're talking a total of 13 miles. To put a third rail in -- I've heard a lot of talk about overhead bridges for clearance. I don't know if people have considered that there's also a problem with undergrade bridges. To put a third rail in, a third track in, you've got water trestles over the Pawtuxet River and Apponaug Cove that would have to be replaced. You also have undergrade bridges at Forge Road and King Street in East Greenwich. The newly built Masthead undergrade bridge, which was just completed not too long ago, seven or eight years ago, the overgrade bridges that would have to be widened or refurbished are the Greenwood Bridge, Post Road, the Lincoln Avenue Bridge as Mr. Stevens has pointed out, this is just to add a third track. Right there is a tremendous expense just to replace the trestles. Right now, there are only two consignees of the P & W service in route from Providence to Davisville, that would be the Georgia-Pacific and Gannon Chemicals. If Amtrak were to increase it's service, say to 36 trains a

day, this would translate to about one train every 35 minutes. If you consider that they're going to operate trains for 20 hours a day, that's about a four hour dead time in the middle of the night when there's not going to be any passenger trains that are going to be operating. So the average is 35 minutes apart, but in practice, you would see more passenger trains operating in the early morning hours, say between six and nine and between 4 and 6:30, 7:00 at night. There will be times in the day where there will be more than a 35 minute separation between passenger. However, let's consider that it was 35 minutes. Now, as a train dispatcher, let me give you -- how I would look at this. If we did the third rail with extending the Washington Secondary to Cranston, right now it's about a 10 minute run for a passenger train from Cranston to Davisville. I have dispatched literally thousands of trains over this area. Ten minutes is what it takes. Let's say with the electrification because of the better acceleration that you're going to get, let's say with the passenger trains you're going to make it in nine minutes.

You have a passenger train that goes by

Cranston 8:00, for instance, and a freight train waiting at the switch to follow the passenger train out. Passenger train goes by at 8:00, it would take nine minutes for that passenger train to clear at Davisville. Passenger train goes by Cranston, freight train's at the signal waiting for the signal, takes about three minutes for the signal to pick up and clear while the train ahead clears the block. The train gets to the proceed signal, starts to pull out onto the main line, takes about four minutes for an average size freight train to get out of the interlocking, clear the switch to get up to full speed. Right now the speed restrictions during daylight hours, which Amtrak defined as six a.m. to ten p.m. for some reason, it's 30 miles an hour for freight trains. So 13 miles at 30 miles an hour is 26 minutes. So you got the freight train out of Cranston interlocking at 8:07. In 26 minutes you will be arriving at Davisville at 8:33. Now, you will come in on some restricting signals to slow down to make the crossover move from track one, crossing track two and into the yard. That would be about a four minute delay there. The freight would end up clearing at Davisville at 8:37 a.m. The next

passing train at two minutes prior to that had just gone by Cranston at 8:35. This train has been in the clear for, or had been in the clear two minutes after the train passes, the next passing train passing Cranston. Therefore -- I mean, there's a lot of time -- I mean, there's a lot of time even at 35 minutes. I really can't see where there's any freight train interferences, but get this, if it's proved that they're not able to do this, most railroads in the country where there are -- and as the gentleman from the FRA could probably attest to, most services die at night, especially where there's passenger service involved.

Now, there is no need for any of the consignees employees to be there, the switching is done at night. The switching would all be done, primarily, inside Davisville Yard. There's not going to be loud noises for neighbors to hear. Basically, there's going to be a through move from Providence to Davisville. Switching would be done in Davisville. Trains will be made up, come back, and go the other direction. If that should prove to be a problem, the attorney for the Providence & Worcester talked about passing sidings, and she

talked, I think, about passing sidings in Kingston and in Groton, Waterford, and I believe she mentioned Old Saybrook and Branford, although, I think Guilford would be a better place for it. Passing sidings would be another alternative. A passing siding between the side track of Georgia-Pacific and Warwick up to the Greenwood Bridge will hold probably two or three freight trains at a much, much greatly reduced cost. I have heard figures of $100,000,000 are needed for this project to add a third track. I think it's an absolute waste of taxpayers' money. If the federal government wants to spend $100,000,000 to improve rail service in this state, I think where we have to look first is putting a station at the airport. We have a very fortuitous situation in this state where the airport is so close to the main line. I mean Boston doesn't have this. Philadelphia doesn't have it. Major cities don't have this. We should take advantage of this. This would be a real economic boon. This would help all Rhode Islanders and not a private industry like the Providence & Worcester. This is something that would increase our tax base. We would have people coming from Southern

Massachusetts to come into this community so they could commute to Boston. I think our tax values would go up enormously.

In addition, since I left the railroad in 1989, the fact of not having signals in both directions, CTC in both directions, a trained dispatcher that could not get a freight over the road from Providence to Davisville even with 36 passenger trains running per day, that train dispatcher should be fired. Thank you.

MR. LEVY: Anybody else?

RI-H-20 ROY DEMPSEY: My name is Roy Dempsey. I'm a resident of the City of Warwick. I'd just like to bring up a couple of points quickly on page 4-26 of your draft statement. The last sentence is, Amtrak's proposed increase of speed increases the number of pedestrian train collisions. And just to point, I know that Warwick we have had some fatalities on that line, and I happen to coach one of the youngsters that was killed a couple years ago on an Amtrak line. And just a couple days ago I talked to a woman who lives along that track and apparently there's still problems of entry on that track, and I don't think

people still realize the speeds that these trains are coming and especially which are speeds you're going to be hitting. I don't know if a lock on a gate really does the trick to keeping the kids out of the area or even adults. Maybe it's something that possibly Amtrak could look to see maybe there's something better we could do to protect that facility from people or children coming onto that area.

One other thing I'd like to bring up is the, I think it was brought up earlier, is the passenger levels that will pull out of Green State Airport on page 4-29, you mentioned that 250 potential impacts of 250,000 air passengers being pulled out of Green using the Amtrak line. Just to note that Green State Airport is now going through a rebuild and expansion, and that these numbers were considered and that if there was any type of coordination, maybe you would want to coordinate that with the FAA if that's possible or the Federal Highway Administration. Thank you.

MR. LEVY: Thank you very much.

RI-H-21 PATRICIA MINACAPILLI: I am a concerned citizen from North Kingstown, and I happen

to live in the Davisville area, and I have been watching with great interest the work that Amtrak has been doing from my kitchen window. My name is Patricia Minacapilli.

As you can probably tell from my accent, I am English born, but I have been living in America for 25 years, and I am also a person who's been in the health care field, and my main expertise is the health of women and children. I work for Kent County Hospital, and I'm also an English trained mid-wife. And where I live in North Kingstown, as I said, we were looking at Amtrak and the work that they were doing over there, and I also recently heard that just down the road from Devil Foot Lane is a new project which is being put together for the benefits of women and children in the state of Rhode Island, and that's in the old Navy housing which is going to be converted. And this project is interesting because it's going to give single women and children the opportunity to have at least housing of which there isn't very much in the state of Rhode Island. I want to know why it is not possible for Amtrak, instead of doing all these marvelous projects that everybody has been talking

(1) about for the last two hours, why can't you put your cables underground? Is it going to cost less, or is it going to cost more? Is it going to be less profit for corporate America?

(2) Then we're on the subject of health. I'm not quite certain what the distance is from these rays that are going to be given off. I was quoted by somebody that it's 100 feet. It's 100 feet now in 1993. How do we know in year 2000 it's not going to be a shorter distance than that? We don't know. What I would like this board to consider is the health risk to women and children and families that live parallel with your line on Old Baptist Road, and about 250 feet where I live off Davisville Road. And I would like this to be taken into consideration on a federal level, on a state level, on a local level, and as a major health issue. Thank you.

MR. LEVY: Thank you very much.

RI-H-22

LINDA SEILER: My name is Linda Seiler, and I'm a resident of East Greenwich, and I'm also the executive director of Rhode Islanders For Safe Power. However, I'm here today as a private citizen. I have not had a chance to talk to my board concerning this particular project;

however, it does involve electromagnetic radiation, which is of primary concern to me and also to the General Assembly this past legislative session. I'd like to mention to you that I just returned from the National Electromagnetic Radiation Alliance Conference in Pittsburgh where I was a guest speaker on the topic, along with many notable scientists and litigators and authors in the field of electromagnetic radiation. Scientists from John Hopkins, Columbia University, and the list goes on. Litigators from the west coast to the east coast discussing citizens' concerns with electromagnetic radiation.

I am for economic development in the state. I am for electricity. I am not anti-electricity, and I'm not anti-economic development. Since my organization is a member of the Environmental Council of Rhode Island, we as an environmental community as you've heard from other environmental organizations in the state are internetworked in that our issues do parallel each other. You heard from the Audubon Society in particular. You heard from DOT Watch.

It's not that I'm against mass transit. I am

for mass transit. We live in the 20th century soon to be the 21st, and we do need transportation into the state, and we need rail service into the state, and believe me where I live, Quonset Point is very close as a bird flies. We're very aware of the road problems. We're very aware of the impending development of that particular, as it's often referred to by Rhode Islanders, the Jewel of the Eastern Seaboard. What we want to see is that it is developed as the Jewel of the Eastern Seaboard and not developed quickly, and we want it to be environmentally sound as to how it is developed.

The electrification of the Northeast Corridor concerns me greatly. While I was in Pittsburgh, I met some people in Connecticut who are adamantly opposed to your project as it is stated in its present format. They ran an ad in the Connecticut paper, as I'm sure you're well aware of, dealing with the topic. I was unaware, really, until recently of this appending project through Rhode Island. I knew that we were working on rail, but I had no idea we were working on electrified track.

Some of the concerns that were voiced at the national conference were: Why isn't a gas turbine

train being looked at more seriously? I'm concerned about the power line issue that parallels the track and the exposure of the inhabitants along that track, but also, you can see the framework is very extensive. I came by New Haven the other night on my way home from Pittsburgh because I drove, and I was in absolute awe of what I was seeing. I didn't realize what an electrified track really did look like. Our national engineering experts that we work with on the power line issue toward undergrounding of power lines and the cost-effectiveness of doing that, parallels the structure that you're planning to use, in that meteorologists who work on this issue nationally tell us that Rhode Island, being 30 miles wide and 40 miles long, a little drop in the bucket on the eastern seaboard, is susceptible to the same high winds that Hurricane Andrew brought on the Florida coastline. That's all of the state of Rhode Island. That's 100 mile an hour wind, plus six plus seven hurricanes. These structures are very susceptible to damage, let alone the power lines along the track.

We know from Hurricane Andrew in Florida, and I have pictures of it, aerial pictures that were taken

by engineers in Florida, that these lines were blown down like match sticks. If you're in an area along the coastline, and if you live in our area, you know the winds that come in off the bay, particularly on West Bay. The hurricane, because of the way Narragansett Bay sits in a north-south direction to Florida, the winds bounce off South Carolina, come up northward, and literally wreak havoc on the bay. And I'm very concerned about the fact that these structures can be heavily damaged, come down like the power lines blown over in Florida, and not only cause a great deal of danger, but actually stop rail transportation altogether. We are totally crippled if that happens.

One other thing that I would like to mention is our coastline and our bay are two of our greatest resources. We have a very big tourist industry in this state and what this track does by being electrified rather than using a gas turbine -- and by the way, people in Connecticut tell me over in the Groton area the ozone layers are greatly magnified because every time there's a spark from an electric train somewhere, be it track or super structure, there's an ozone emission -- that this

track would literally impact my town, and Warwick in particularly. You would be going through the historic district of our town, totally changing the character of this 16th century coastal community. We would be greatly saddened by that fact. The history and preservation -- I mean the history of our country is being annihilated because of buildings going unkept and little money for repair. So where we can keep our historic districts intact, we need to do that.

The other thing that I want to mention quickly is that in talking with the litigators, and we know because the General Assembly showed their great concern and Senator Porter was here earlier today to talk to you, he was a co-signer on our Power Line Burial Bill at the State House which passed by the way the General Assembly, and because of some rather late night antics by the executive branch, we do not have those power line burials interlocked at this time. However, the General Assembly voted 96 to zero to put the bill into effect, and what that means to me is that this community and this state are very concerned about electromagnetic fields, and after talking with Reba Goodman in Columbia

University, and my husband's a hospital administrator in the state, and we do have access to many, many researchers in the fields, there is legitimate reason to be concerned. The other thing is property devaluation. A friend of mine is sitting here today who literally sits within 25, 30, 40 feet from your track right on the Cove in Warwick. Now what this means to her and her family and to the other families who live on the Cove -- and by the way, I'm not an abutter on this project -- is that these people may never be able to sell their property. And what that does, gentlemen, to the municipal budget of the towns and cities affected from Westerly northward to Boston, is that if you devaluate property or can't sell your property, you will reduce revenues to towns. That means we struggle to keep our schools open, our fire departments, our police departments running and the list goes on. So we are saying that nationally, litigation is beginning in the health field with EMF and with property devaluation from utility companies and corporations to devaluating property, and I'm asking you with all my heart, and for the people who are greatly affected by this electrification, that

you consider another alternative to mass transit into the state of Rhode Island. We want you here, but we want it here environmentally sound and health conscious responsive. Thank you very much.

MR. LEVY: Thank you very much. Anybody else? Is there anyone else that would like to address the EIS? If not, we will reconvene this hearing at 7:00 this evening. This hearing is thereby adjourned until 7:00 this evening.

(HEARING CLOSED AT 4:20 P.M.)

C-E-R-T-I-F-I-C-A-T-E

I, PATRICIA M. SPENCER, do hereby certify that the foregoing transcript is true, complete and accurate, taken at the time of the above-entitled matter.

IN WITNESS WHEREOF, I have hereunto set my hand this

23rd day of November, 1993.

PATRICIA M. SPENCER, NOTARY PUBLIC

CERTIFIED COURT REPORTER

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

* *
FEDERAL RAILROAD ADMINISTRATION *
NORTHEAST CORRIDOR IMPROVEMENT *
PROJECT ELECTRIFICATION-NEW HAVEN, *
CONNECTICUT TO BOSTON, MASSACHUSETTS *
* *

CRANSTON PUBLIC LIBRARY
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NOVEMBER 17, 1993
7:00 P.M.

PRESENT:

IRA LEVY
JAY DUNCAN
CASSANDRA KOUTALIDIS
WILLIAM FASHOUER
PETER MONTAGUE
GLENN GOULET

ORIGINAL

ALLIED COURT REPORTERS
115 PHENIX AVENUE
CRANSTON, RI 02920
(401) 946-5500

(HEARING COMMENCED AT 7:05 P.M.)

MR. LEVY: Good evening. This is a public hearing for comments to address the Draft Environmental Impact Statement that was recently issued for the Electrification Project for the Northeast Corridor from New Haven, Connecticut to Boston, Massachusetts. I am Ira Levy and I will be the moderator for this evening.

Our agenda is that we will do a short presentation, which will update where the project is, what is happening, what are the functions that are taking place now, and what's going to happen in the future. And then at that time, we'll open up to the public and concerned parties for input. Sitting at the head table directly next to me is Peter Montague from the Federal Railroad Administration; next to him is Bill Fashouer from the Federal Railroad Administration; and at the end is Glenn Volpe from the Volpe National Systems Center, which is the Division of the U.S. Department of Transportation.

The Northeast Corridor is the primary rail corridor that connects Washington D.C. to Boston, Massachusetts. It has the highest rail patronage in the country, and it's electrified from Washington D.C. to New Haven, Connecticut. From New Haven to Boston, it is operated under diesel power and there is a connection in New Haven

between diesel and electric locomotives.

This project is proposed to electrify the remaining piece of the corridor from New Haven, Connecticut to Boston, Massachusetts, as part of the Northeast Corridor Improvement Project, better known NECIP. Under NECIP, there were numerous projects that are proposed to create a better transportation system in the corridor. One of them is the Electrification Project. The others include, Rail Lineup Grades; that is, bridges, ties, ballasts, right of way. Congestion Relieve, consisting of the New Rochelle fly-over, that will be a track fly-over in New Rochelle; the Stamford Railroad Station Improvements; and Track Reconfigurations in New Haven for improvements of the system to improve timing through the area. Also there will be numerous equipment acquisitions during this program.

This project consists of electrification of the main line of the Northeast Corridor from New Haven to Boston. The participants in the project are the Federal Railroad Administration; the Volpe National Transportation Systems Center, which is the operating arm for this EIS, under the direction of the Federal Railroad Administration; DMJM/Harris was the prime contractor performing the environmental studies; and Amtrak, the National Railroad

Passenger Corporation, is the proponent and the operator of the proposed system.

Numerous environmental studies have been taking place for the last two years regarding this project. The components that are studied include, substations and electrical feed lines, switching stations, auto transformers, bridge modifications is necessary, railroad stations, and traffic conditions thereto; catenary system itself, program and maintain operations, fencing and other security issues.

The categories that are looked at for general impact include; land use and social economics, historic and archaeological, transportation, circulation and access, natural resources, noise, and air quality. The categories that have specific impact issues include; vibration, energy, public safety, electromagnetic frequencies, visual and aesthetic issues.

The regulatory process that is involved in this project includes; the federal level, the state level and the local level. The federal level is the National Environmental Policy Act; the state level is the local regulatory bodies; and then the local level is local boards and permitting agencies. All entail environmental studies, agency reviews, comments and incorporation of

comments and permits as applicable.

We are here tonight for the federal process. The federal process involves various components, most of which have already been completed. Scoping was done with public input about two years ago, where we entertained public comments and concerned citizens comments and concerned parties comments as to what should be studied; how it should be studied; and what we need to look at and where the emphasis needs to be placed.

After that, a scoping document or work plan was developed. Existing conditions were examined and a base development line was created. This baseline is to which we compare all the improvements that are proposed. An analysis was performed of the various alternatives that were considered. Evaluations were then done on the impacts that may occur. This all results in conclusions that are presented in a Draft Environmental Impact Statement that was recently issued. This hearing is part of a process to lead to further refinements that will result in a Final Environmental Impact Statement to subsequently be issued. The Environmental Impact Statement itself responds to comments on the DEIS, incorporates relevant changes in the proposed action, incorporates the results of agency review and

consultation, and results in errective decision.

The DEIS itself was completed in August of 1993. It was printed and published in early October of this year. The EPA published notice of availability in the Federal Register, which commenced the 45-day review and comment period. Approximately twelve hundred copies of the DEIS were sent to relevant agencies and interested parties. The FRA insists on having an extensive public participation program, as well as the regulatory body.

Over the last two years there have been scoping meetings, which took place in 1991; there were public information meetings, which took place in 1992; and there were working sessions of this year in the spring; and now we're at the DEIS public hearing process.

This process is required by NECIP, and again, is strongly encouraged by FRA procedures. It provides an opportunity for public input on the environmental study and establishes the framework for the FEIS. During this process we are seeking various types of comments, but primarily to understand the adequacy of the analyses and also to determine the merits of the alternatives discussed.

As I indicated, there's a 45-day period that has been in process and the comment period closes December 3rd,

1993; therefore, any comments that you wish to submit in writing after this hearing, please have it submitted postmarked no later than December 3rd of this year.

With that, we would like to now open this hearing for public comment. Those that are signed up on the speakers' list, we will take them first. We would encourage that you try to limit your comments initially to five minutes. After that, after everyone has been heard, I will open to the general floor for any additional comments; and then you may take additional time if you so choose. Also, I would like to announce that at the rear there is a public notice that you can pick up from the Army Corps of Engineers, regarding requests for permits under Section 10 and Section 404 of the Clean Water Act.

At this time I would like to call up our first speaker, and I apologize if I can't pronounce your name. I believe it's Frank -- I'm not too sure of the last name -- Laroka.

RI-H-23 MARK LAROCHE: It's Mark Laroche.

MR. LEVY: Mark, I'm sorry; I apologize.

MARK LAROCHE: Hi, my name is Mark Laroche. I am a Delegate-at-Large to the Environmental Council of Rhode Island. The council that represents about 35 environmental groups in the State of Rhode Island, and I'm

trying to represent their interests generally.

This project came before the council in 1991 and the council debated it, the benefits and the disadvantages of it, and it resolved the following: It found that the project was an attractive alternative to transportation remedies or problems in the area. Specifically, it found that it would reduce -- this project will reduce carbon dioxide, diesel particulates, sulfur dioxide, nitrogen oxides and other air pollutants; generally, just reduce air pollutants. The project would reduce noise pollution associated with highway air travel, and it would slow or stop the expansion of area airports; and of course, it would reduce our national dependency on foreign oil.

(1) The other areas that the environmental council found were important, were generally it would increase the quality of life by providing a fast and efficient rail system for this part of the country. The council was also concerned that -- having considered all of that -- the council resolved to support this project and it does so with minor reservations. And those are that efforts or indications be addressed to the concern of expanding this into the State of Maine; that was one of the them. Also the fact that the project will tend to increase the use of electricity or the generation of electricity to power the

system; and that because of that, some efforts be made to reduce consumption of electricity in other areas, in commercial or industrial areas. And finally, that this project should not be used as a motive or a reason to purchase electricity from the Hydro Quebec, which may threaten -- not in that project, the Hydro Quebec Project -- may threaten the James Bay area in Canada. And those were generally the concerns of the council, but the Environmental Council of Rhode Island does support this project. Thank you.

MR. LEVY: Thank you very much. Bruce Hamilton.

BRUCE HAMILTON: Could I wait a little bit, please.

MR. LEVY: Sure. Oscar Shelton.

RI-H-24 OSCAR SHELTON: Good evening. My name is Oscar Shelton. You remember me, I was here this afternoon. This afternoon I wasn't prepared to speak; however, I took a few brief notes and I felt compelled to speak. But this evening I'm a little bit more prepared, not much more but a little bit more prepared, but I have some written comments.

(HANDING DOCUMENTS OUT)

As I said, my name is Oscar Shelton. And I am a former Amtrak employee of about 14 years, 8 of which was

served as a train dispatcher. I must dispute the claims, which I heard many of this afternoon, made by many regarding the necessity for adding a third track for freight trains between Providence and Davisville.

Presently, ten Amtrak passenger trains operate daily in both directions between Providence and Davisville. The Providence and Worcester Railroad, which now has trackage rights on this stretch of track, now operates a single, daily local freight between those points to service their customers. Once the electrification is completed between New Haven and Boston, Amtrak plans to more than double the number of passenger trains operating there previously.

Apparently, the management of P & W has convinced the government officials at both the federal and state levels that such an increase in passenger service would be a great impediment in their freight operations to have a third track in this operation.

Apparently, the management of P & W has convinced the government officials at the federal and state levels that such an increase in passenger service would be crucial -- would be a great impediment to that freight operations and that a third track is crucial. This contention is patently absurd and amounts to little more than a hundred million dollar taypayer subsidy with a privately owned

business for a wasteful and unneeded project.

The P & W now has its own track from the Boston Switch Cumberland/Pawtucket area, where it meets Amtrak's main line, through the Lawn interlocking on old track 5, over to yard track 5 through Northrup Avenue freight yards, and through Providence Passenger Station nearly up to Yard 17 in Olneyville. Upgrading and extending the Washington Secondary Track from that point to the Cranston interlocking, which is the new entrance to Roger Williams Park, could be part of the solution. The remaining distance between Cranston and Davisville is just under 13 miles. Adding a third track between these points would mean that many bridges, some of them with historic significance, would have to be rebuilt or refurbished at tremendous cost. These bridges include; the trestles over the Pawtuxet River and Apponaug Cove, overgrade bridges at the Greenwood Bridge, the Post Road Extension Bridge, West Shore Road, as well as undergrade bridges at Forge Road and King Street in East Greenwich and the newly built Masthead Bridge in Warwick among others.

Even if Amtrak were to increase service to 36 trains between the daily hours of five a.m. and one a.m. -- currently, there are no trains operating between about 11:30 and 6 -- but if they were to increase to 36 trains

daily between five a.m. and one a.m., it would mean a train, on the average, would be operating every 35 minutes or so. In practice, however, there would be times in the day when there would be an hour or so between passenger trains. As a former train dispatcher, I can tell you that the movement of a freight train from the Cranston interlocking to Davisville with 35 minutes of spacing between passenger trains is a very routine move. If a passenger train were to pass Cranston at eight a.m., for instance, a following freight out of Cranston would wait about 3 minutes for the signal to clear behind the passenger train. It would take about 4 minutes for the freight to clear the switch and be up to track speed, which would be 30 miles per hour, 26 minutes to run from Davisville and 4 minutes to clear the main line, which is a total time of about 37 minutes. Since it will take the passenger train, passing Cranston, the following passing train at 8:35; 9 minutes to run from Cranston to Davisville, the freight train would be in the clear with 7 minutes to spare. Any train dispatcher who couldn't move a freight train from Cranston to Davisville in 45 minutes, or less, should be fired. However, if that should prove to be a problem, the P & W could operate, as do many freight railroads operating over primarily

passenger territory, in the early morning hours when there are no passenger trains scheduled. Since the bulk of the freight business is within the Davisville Complex itself, there would be very little impact to the surrounding communities by running trains in the early morning hours; particularly, since all of the grade crossings have been eliminated and trains no longer sound their engine whistles approaching crossings at grade.

Operating late at night or in the early morning hours is a very common practice in the Boston and New Haven areas, for instance. There are many commuter trains operating throughout much of the day. Presently, Conrail operates freight trains throughout the day in the Boston commuter rail area where there are well over 50 trains a day in each direction. If even that couldn't be accomplished, passing sidings, where freights could clear the passenger trains, could be built at a greatly reduced cost. For instance, a passing siding could be built between Mile Post 177 and Mile Post 175.5 in Warwick, with no bridge replacements or refurbishments necessary. This makes much more sense than tearing down and gutting the present rail infrastructure. In fact, there is no where in the country, of which I'm aware, where another track has been added to an existing two-track railroad to

accommodate local freight trains, exclusively.

Although it is somewhat before my time, many railroad employees would discuss with me in the old days on the New Haven railroad, before and during World War II, and into the 1950s, when there was much more rail traffic than there is now. However, the railroad Employee Timetable will bear this out. Passenger trains operated in two or three sections, there were through freights and local freights and switchers working around the clock, as well as troop trains and war material trains in and out of Davisville was nearly constantly. In fact, the level of traffic then, is much more than what Amtrak and P & W are contemplating for the future. Furthermore, this rail traffic, back in those days, was moving over tracks that were signaled for one direction only. In the past two years, Amtrak has upgraded its signal system to a CTC system to provide for signals in both directions, which makes it much easier to accommodate freight movements.

If the State and Federal Government really wants to spend a hundred million dollars to improve rail service in this state, a much better idea is to build a new station and track connecting Green State Airport to Amtrak's main line in Warwick. If enough land could be made available for sufficient parking and facilities, this project could

be an economic boon for the state. This integrated transportation facility could serve Amtrak, MBTA local commuter rail service, bus lines, taxis and air transportation. With creative scheduling and foresight, this facility would draw business from the crowded Logan and Hartford Airports, and would tie in nicely with the new air terminal construction, as well as the pending opening of the Convention Center in Providence.

Although it is true that Davisville is now underutilized, and that it's future development could depend heavily on improved rail service, we presently have, and will continue to have far into the foreseeable future, the ability to service those freight customers more than adequately. Let's use that money to truly benefit every citizen of Rhode Island and build a transportation center at the airport that will be the envy of any state and of which we can all be proud. Thank you.

MR. LEVY: Sarah Bliven.

RI-H-25 SARAH BLIVEN: My name is Sarah Bliven, and I wasn't here this afternoon, so you get the rough copy here.

I'm here sort of representing the historic village of Kenyon, Rhode Island; it's at mile 154. A lot of the

residents have concerns about the reconstruction of the Kenyon School Road Bridge. One of them being that it's being called Beaver River Road Bridge, Beaver River Road is five miles to the north. We're not really sure which bridge is being reconstructed, but it looks like the road that's on Kenyon School Road.

Right now the bridge is a timber bridge with a four-ton limit. It probably should be condemned, as fire trucks obviously weigh more than four tons passing it now. The Table 3.9-6 in the Bridge Modification Chart shows that in 1993 the average daily traffic is 3,215 cars. I think that needs to be looked at again. My guess is maybe 50 cars a day, tops. So I'm concerned about the design of the bridge. If the design is accommodating 3,215 cars, we're going to have a superhighway. If a superhighway is built, I think we need to remeasure. I've been out there with a hundred foot tape and the Pawcatuck River looks like it's 194 feet from Beaver River.

I'm concerned about the runoffs, the aquifer, the town is totally dependent on wells. There are deeded-dug wells very close to the sidewalk next to the bridge. We have septic systems that would be effected by this bridge. There are historic houses with wooden sills. Any runoffs would probably effect the wooden sills on these bridges --

on the houses. The basements are dry rock walls. If there is a runoff personally into my house, my house would fall into Pawcatuck River.

The Kenyon Historic District is recommended eligible by the National Historic Register, if the bridge is going to be higher than the elevation of the Amtrak line. I think Main Street of Kenyon will be severely impacted. At this time point in time I think it's nice to keep a pedestrian footway. It's an historic mill village, people want to cross the bridge to the country store over to the school house. If people had to drive around, it would not inconvenience you. If you're in an automobile, it's another 45 seconds. But I think to totally ruin a village that's been there with the river with the hydro-electric, the mill and Amtrak -- I'd like to see Amtrak preserve our village.

MR. LEVY: Thank you. Robert Romer.

RI-H-26 MR. RAMIRO: My name is a Robert Romer and I'm a Kenyon-area resident. And most of what I have to say is a (1) reiteration of what Ms. Bliven just said.

The name of the road in one point in one of the studies is wrong and that's a concern. The distance to the river, I also measured and didn't come up with 200 feet. I'm not sure, somehow they divided it; but of the

river, the existing bridge is closer than that. If you make new construction, which is bigger than the existing bridge, you will be closer to the river; and that's an environmental concern to me.

That traffic number has got to be off. Anybody who lives near or goes by or has been around that neighborhood knows that that level of traffic is not borne by that bridge. And if these things that I can easily check are inaccurate, what other things in the study that I would have to rely on experts for might also be inaccurate? So I'm concerned about the inaccuracy of the Environmental Impact Statements; particularly, where I don't have the expertise or the time to check every detail.

And that last point, this again, in this particular case, a pedestrian walkway would be much less expense for taypayers, of which I am, and would serve the community as well, in almost all instances as the existing bridge. Thank you.

MR. LEVY: Thank you. At this time I'd like to open to the general public. Is there any comments? Would you like to speak now?

RI-H-27 BRUCE HAMILTON: My name is Bruce Hamilton. I live in Slocum. I'm an abutter but I'm here to talk about the freight railroad's interest.

There seems to be some confusion about the request for the closure of the third track and increased clearances along the line. Although -- I, incidentally, operate the little railroad in the Quonset Point-Davisville Industrial Park, too -- although, the Providence and Worcester Railroad, and if I live long enough my little operation, would benefit from that third track and increased clearances. This is primarily an economic development project for the State of Rhode Island. QPD Industrial Park is the best chance they have for economic development for getting somewhere for a change, the Davisville -- the Port of Davisville Industrial Park itself. Right now freight in and out of the park is restricted to Plate C, which is 15 and a half feet or so in height of cars. We do have over-dimension loads for Electric Boat occasionally, which have to go around and through New Haven. There is an automobile business -- I'm sure you've heard all this before, but this is important because the automobile business is leaving Davisville because they can't have rail service. They don't have the clearance for it.

As far as the third track goes, I didn't hear any mention about when our previous speaker, Mr. Shelton, said that we could run the freight along the passenger trains

on the same track. Well, you can, but first of all Amtrak doesn't want freight on their tracks, that's a very well-known fact. Second of all, I didn't hear any mention of -- for instance, passenger train delays; what happens to the window now that the freight can operate? What about the Providence and Worcester Railroad; now, they don't run straight down from Valley Falls and sit in Cranston waiting for a call to take off, they're switching. Now, what happens if they're delayed in their work; they don't always have the same workday day after day, they get different work loads. And as far as nighttime operation goes, that's the only time that Amtrak can do their track maintenance. The third operating freight trains in the Windmill District that has been proposed now, would be a few hours in the early morning or night whatever you want to call it. The delay in the freight for customers in Quonset Point-Davisville is an extra day, which causes some shippers to change their operations unfairly, I think. It would make railroad service, railroad freight service less reliable, which would mean it would be harder to sell rail-oriented businesses on the QPD Industrial Park.

One projection, as far as the automobile traffic goes that I saw, was 4,900 railroad cars per year; that's quite

a significant increase in traffic from what we have now. We have about a thousand cars a year. There would be more than one train a day, running, to handle that kind of traffic, and that's just one commodity. You're developing the Port of Davisville and more of industry in the park.

The Amtrak project is a project that I believe is supported by taxes; am I right? The money comes from taxes. The people in Rhode Island pay taxes. So some of the money that we spend would be going to this project. If the third track is not put in and the clearance is increased so that the Quonset Point-Davisville Industrial Park and the Port of Davisville can be developed properly, which one estimate said would create up to 15,000 new jobs, then we would be in a position of helping to support a project that's going to retard the economic development in the State of Rhode Island. We'll be telling the Economic Development Department in Rhode Island that they can sell this space to industry, but only it would be very restricted as to what you could do with it.

We've got to be able to move modern freight cars in and out at will in order to properly serve that park. I don't think the park is going to go very far, unless we can give it proper freight service; and that requires an

increase in clearances of up to 20 and a half feet on the third track. Thank you.

MR. LEVY: Thank you very much.

RI-11-28 BARRY SCHILLER: My name is Barry Schiller, S-C-H-I-L-L-E-R. I'm a transportation chair of the Sierra Club of Rhode Island, which is a National Environmental Group with a chapter here in this state. And our basic one-sentence position is let's get on with the Northeast Corridor Electrification. To put in some additional comments.

First of all, as a National Environment Group, we share the prevailing opinion in the environmental community that since transportation uses about 40 percent of our total energy consumption, that we have to develop a transportation system that is more energy-efficient than our current dependence, other than one person commuting in one automobile.

The Sierra Club is concerned about the impacts of energy development on the Alaskan wilderness, the offshore mile, the effects of the wilderness areas in the Rocky Mountains -- not a Rhode Island issue -- but we are a national club, but both the local and environmental concern that you've heard from the council. The Conservation Wild Foundation, a major New England

Conservation Group, had a story on transportation. Their bottom-line concern was that until the planet reduces our reliance on single-occupant autos, we will not be able to improve our current unhealthy air quality.

So the environment does begin to interest us, but we're also taxpayers and consumers and members of the economy, and I want to point out that the coalition -- I want to remind people -- that the coalition of Northeast Governers' had a report that was headlined in the "Providence Journal" on October 26, 1991. "Many hopes for economic revival ride on high-speed rail." Now, they're talking about the passenger rail improvements, "which could create up to 5,000 permanent jobs," it says here, "and save 25 million gallons of gas and jet fuel." That would save money to the New England economy because energy money saved, stays in our economy instead of being exported to OPEC and out-of-state oil companies.

The opportunity to have high-speed rails connecting Boston, Providence, New York and beyond, there is economic potential there for Providence, especially, to be connected by good transportation. But we do have some concerns, the Sierra Club shares the concerns of the council about where the electricity comes from. And in the Draft Statement, it just says from the utilities. We

have a controversy in Rhode Island about the trashing of Quebec. And Hydro Quebec trying to come into our state with special deals, and the utilities in this state have kind of resisted that, but we really think that a Final Environmental Impact Statement should take a look at the question of where the electricity is coming from in it's Environmental Impact.

Number 2, the environmental council and the Sierra Club has some concerns about the Electromagnetic Field issue, which I don't think is properly or completely answered in the Draft Statement. On Page 311, it says, for example -- "well, there's a distinction between voluntary and involuntary exposures. And the people who live alongside the track, they basically don't have too much to worry about because the fields are so weak." And it says, "The train passenger has voluntary exposure and has alternate roads of travel and chooses to ride the train, rather than the alternatives, in spite of the EMF field issue." But I don't think that's the way it is. Train passengers just don't choose to ride the train after studing the EMF issue, the Electromagnetic Field issue; we expect you to study that. I have never heard, in all the years there's been electrified railroads -- and the New Haven's been electrified for, what, 60 years ago or so.

There's electric railroads all over Europe. I've never heard any problems -- but I have got to say in Paul Brodeur's famous article in the "New Yorker" about the effects of the EMF, Electromagnetic Field. There's just a brief mention that there's a Norwegian study -- but I didn't see this in our Draft Environmental Impact Statement -- there's a Norwegian study that published some information showing that male breast cancer, a very rare disease, which shouldn't hardly occur at all, was occurring at twice the expected rate in men whose occupations involved exposure to EMF fields. At four times the expected rate of electric transport workers; such as, railway engine drivers, and train operators, and track walkers. I'd like the preparers of this report to look into that Norwegian study and let us know if there's a cause for concern. We support the concept of high-speed rail, but we don't want to give a blank check to the Electric Motive Field issue, and that should be looked at.

I know it's very difficult to track cohort groups of say railway engineers and electrified railroads and find out whose had cancer and who hasn't. So I don't expect magic between now and the release of the final statement, but at least a literature search of existing studies is in order I believe, and you should track down that Norwegian

study that was reported by Paul Brodeur in the "New Yorker". A very famous article about this issue.

The Sierra Club has kind of a middle position about this freight rail third-track issue. I want to explain our concern. One, is that there are economic problems in Rhode Island, and the full development of the Quonset-Davisville Industrial Plant is something that we do support. All Rhode Islanders, I think, have an interest in that. But we don't expect Amtrak and/or FRA to fund a freight rail plan for Rhode Island on the order of a hundred million dollars out of their limited funds; that's not reasonable, and I don't think that's really being asked. However, I have to be concerned when our Director of Transportation says that -- I'll quote him so you understand why we're concerned -- he says, "Although passenger service is of some priority, freight is more important to the state in terms of economic development." I'm not sure I understand that. There's about three cars a day -- according to Mr. Hamilton -- on the average about a thousand cars a year, three freight cars a day, and nine or ten passenger trains each way per day. There's this possibility of 5,000 jobs due to the passenger service. I don't think that it's right to just dismiss the economic benefits of improved passenger service, as well as the

environmental benefits, which, by the way, also I want to point out. It would also include less pressure to have new airports that would devastate an area, and new highways that would devastate areas far worse than what Kenyon is going to be effected, if they build another freeway across southern Rhode Island to accommodate the growth and demand for transportation.

At any rate, the freight rail issue is, we want to see expanded potential of freight rail. And I think we support, as I understand what congress has done, we support the provision that says, don't do anything to prohibit the eventual expansion of freight rail service; don't take away -- don't make the clearances worse; don't take away the possibility of adding a third track. I think that's reasonable for now. Whether a hundred million dollars of public investment from anywhere is justified or not, we don't have the answer. There's a study looking at that. We should all have an open mind until we see -- have a chance to look at the results of this study; that is what I recommend for now.

One other point on the third track is that it's not just a matter of freight for us, there's a possibility -- and Mr. Hamilton mentions also another problem -- that the freight operators will have, if there's a commuter

extension, in addition to the high-speed Amtrak trains, which we're really hoping for. Rhode Island needs that I believe. And if there's going to be a commuter extension, there will even be more trains south of Providence to interfere with that window. So the third track might perhaps both be funded by, in part, and used by, in part, the commuter service.

I have noticed on the shoreline commuter service between Old Saybrook and New Haven, there's a congestion problem on that line between the commuter trains and the Amtrak trains. Two tracks really might not be such a good operating condition even for the commuter trains in the morning and the evening. And it's also the possibility of using IST funds for commuter service, which we could not use for freight service. So the way to finance this hundred million, might be to take the commuter expansion into account also. But at the moment, we don't support -- we don't support just a blank check on a hundred million for a third track. But the study is important and that should be carried out. Thank you.

MR. LEVY: Thank you.

[illegible] WILLIAM THATCHER: My name is William Thatcher. I came here tonight as a private citizen, but after listening to Mr. Shelton talk, I felt compelled to come up

and state a couple of things that concerned me.

I've been a railroad employee -- first of all, I'm not a public speaker, so you'll have to forgive me. I'm a little nervous here. I've been a railroad employee for 15 years. I worked for Amtrak as a conductor. I worked for Rhode Island Consolidated Rail as a conductor; and I now work present for the Providence and Worcester Railroad as a trainman.

Mr. Shelton talked about the third track between Davisville and Cranston and his concerns with that. First of all, he made a statement that anybody who can't pull a train between Cranston and Davisville within 45 minutes, should be fired. Well, freight operations, as you gentlemen probably know already, is a lot different than passenger operations. Freight trains do not run on a schedule; and there's many, many reasons why, not to get into it, but just a couple of things.

First of all, we don't run on a schedule because of the delays we sustain with the size trains that we have, with the commodities that we carry. There's a lot of things that go into effect in running from point "A" to point "B". Just between Cranston and Davisville, there's different consignees that he we stop and service. So one day we might make it from point "A" to point "B" in 30

minutes, and the next day an hour, but it depends on how many stops we have in between. It also depends upon whether we have any trouble with the train, with the air system, brake system. We also have a hot box detector that's operating between Cranston and Davisville. If that gives us any kind of a warning, we have to stop our train and check it out. Now, you go in a five-car train, it will take you just a few minutes to check your train. Now, if you get a high number of trains, which they're talking about bringing into Davisville, well, it's going to take a lot longer. If you have a 100-car train, 75-car train, it's going to take you a lot longer as an underground personnel to get out there and check your train. So when you talk about the delays, you talk about the time in between, that doesn't hold true for freight; freight is a different operation. And it's very, very difficult to put freight trains in with passenger trains and not expect delays; you should expect delays.

The other thing that he didn't point out is that between the hours of 6 a.m. and 10 p.m., the P & W is restricted to 30 miles an hour out there on the main line. We can only operate at 30 miles an hour. Now, between 10 p.m. and 6 a.m., we're allowed to run at 50 miles per hour, but nobody seems to know why this

restriction's in place. So that even inhibits our operation even more.

Another thing to take into consideration is the time of the year, right now we're into fall months. Railroad operations, even passenger operations, are hindered at this time of the year. Primarily, because the leaves fall around and give us railroad slip and there's other types of problems that come into play with the fall and the weather also.

His other concerns were bridges along the right of way, that might have to be rebuilt because of this

Well, I think a lot of these bridges are going to have to be rebuilt anyway. I don't think in addition to the ones that have to be rebuilt already, that we're going to have to rebuild additionally. Basically, I think that's it. But the other thing is I did want to say that although they're talking about a hundred million dollar price tag on putting that third track in. Whatever they come up with, whatever study they're doing right now, if they decide to spend that hundred million dollars, the P & W and the state together have decided this is money that's going to be well-spent for the coming years to save freight operations in the State of Rhode Island, and also to get that Davisville Port off the ground.

I think it is very, very important for the people of the State of Rhode Island, the taxpayers of State of Rhode Island, to have this project go through. I think it's to benefit everybody, not just the Providence and Worcester Railroad.

Like I said, I came here tonight as a citizen to speak, not on behalf of the Providence and Worcester Railroad, but as a private citizen. Thank you.

MR. LEVY: Thank you very much.

RI-H-30 RICK NAGELE: Hi, my name is Rick Nagele. I'm just speaking for myself. And I just want to very briefly echo the concerns that were previously mentioned by the residents of Kenyon with regard to both the accuracy of the report describing that area, and you know the concerns about the environment and the impact on the community. Also what I wanted to, I think, try to articulate very briefly was that, generally speaking, most of the people of my acquaintance in that community are for the electrification; and their concern isn't in any way to try and stop the project. In fact, they would rather see the bridge gone completely with a much bigger and less expensive walking bridge. They're not looking to redesign the bridge at their cost. They're looking to reduce the cost and simply say, don't have a bridge. It's not a

high-traffic road. It's not essential to safety or community service or anything like that. Thank you.

MR. LEVY: Thank you very much. Let's see if there's somebody else. Anybody else who would like to talk?

RI-H-31 OSCAR SHELTON: I'm Oscar Shelton. I'd just like to respond to a couple of the comments I heard. I believe it was the gentleman from Seaview Railroad. He said that, well, Amtrak doesn't want freight trains. Well, that's true. I can attest to that, being a train dispatcher, that Amtrak detests freight trains and they don't like them. They get in the way of their passenger trains. However, the Providence and Worcester Railroad does have traffic rights. Amtrak is obligated to move those trains, and as a freight train shows up, the dispatcher is obligated to move the train. I don't believe that's a concern.

Also there was concerns about delays in switching. Well, I'm probably more aware than the gentleman from Seaview or the gentleman that works for P & W, as a train dispatcher, I ride train delays. I've encountered -- many times I might be moving five or six trains in one day, I understand that. However, if you can't make your first window, you make the second window or the third window,

but you make an effort to get to the point where you enter the main line. And it's incumbent upon the train crew of the freight train to do so, regardless of the delay. When the train shows up, you should be able to move the train during -- sometime during the day. They may get delayed half an hour waiting for the passenger train to clear, but so be it.

There was a concern about maintenance of way working at night. Well, this is true; it would be the only time during the day that the maintenance of way would have to improve and fix the tracks, but the track signals in both directions. The maintenance of way do not fix both the tracks at the same time. There's always going to be an open track and no trains and passenger trains scheduled. If the maintenance of way has exclusive use of track 1 then the P & W can use track 2.

There was also concerns about their clearance, and I can understand those concerns; in fact, I don't object as far as height clearances are concerned, as long as the overgrade bridges and the railroad can be undercut there at minimal cost. I don't think that's a major problem, but if that's what it takes, if we need to get the 20 feet 8 inches or 20 feet 7 inches, that can be done reasonably. I have no objection to that.

I believe that the gentleman from the Sierra Club mentioned the commuter rail service between Old Saybrook and New Haven and they were experiencing delays. I've been out of Amtrak since 1989. I can't speak as to what the delays are, but I believe it would probably be caused by the reconfiguration of the New Haven station tracks, which is one of the issues that you address that has to be upgraded.

The gentleman from the P & W talked about -- also talked about the freights not running on schedule and that they can't service their consignees. Well, presently the P & W only has two consignees on track 1 between Cranston and Davisville, the Georgia-Pacific and the Gannon Chemical. They can be serviced out of Cranston by the Cranston Switcher or they could be run at night; those can be serviced.

A hot box detector, that would be a concern; especially, if you had a hundred car freight train. But there again, if the hot box detector is activated with a hundred car freight train, the dispatcher would have to hit the delay and run the passenger train on the other track, run it around, stop the freight train, of course, advising the passenger train crew there that's a freight train stop there, watching out for the train crew.

Also he mentioned the speed restriction. I think I did go into that briefly in my written comments about a 30 mile an hour restriction between 6 a.m. and 10 p.m. and there is some concern as to why that special restriction is in there with Amtrak. I believe it has something to do with automatic train control, although, I'm not sure. I know the special restriction is there, but I believe that if you could discuss this with Amtrak, and maybe have it lifted for that particular area, then you could run these freight trains at 50 miles an hour.

There was also comments that there would be forty-nine hundred cars a year coming out of Davisville. Well, running trains 250 days a year or 50 weeks, 5 days a week, that amounts to 19 or 20 cars a day. It certainly doesn't warrant another track to run 20 cars.

The gentleman also mentioned that the bridges would have to be rebuilt anyway. Well, I'm not sure that Amtrak is going to rebuild the Pawtuxet River Bridge any time soon or the Apponaug trestle, which has just been rebuilt within the past year, and that bridge was built in the past seven or eight years. King Street is an historical bridge in downtown East Greenwich. It's a stone-arch bridge, it's a beautiful bridge, and it fits in well with the community. I don't think Amtrak had any intentions of

replacing that. I hope I addressed all of my concerns. Thank you.

MR. LEVY: Is there anybody else?

MARK LAROCHE: The environmental council just submits that resolution.

MR. LEVY: Sure. Any other comments? If not, then we'll close this hearing. Thank you very, very much for attending. Any procedural questions? Thank you, good night.

(HEARING CLOSED AT 8:00 P.M.)

C E R T I F I C A T E

I, BARBARA M. MONTIJO, do hereby certify that the foregoing is a true, accurate and complete record taken of my stenographic notes in the above hearing.

IN WITNESS WHEREOF, I have hereunto set my hand this 23rd day of November, 1993.

Barbara M Montijo Notary Public

BARBARA M. MONTIJO, NOTARY PUBLIC/CERTIFIED COURT REPORTER

IN RE: NORTHEAST CORRIDOR IMPROVEMENT PROJECT
ELECTRIFICATION - NEW HAVEN, CT TO BOSTON, MA

DATE: NOVEMBER 17, 1993

ORIGINAL

COMMONWEALTH OF MASSACHUSETTS

HEARING, held at ENGLISH HIGH SCHOOL, 144 McBride Street, Jamaica Plain, Massachusetts, on November 16, 1993.

DEANNA ANDERSON

CERTIFIED SHORTHAND REPORTER

MR. LEVY: Good afternoon. I'm Ira Levy from the firm of DMJM/Harris who's a consultant for the environmental impact statement for the electrification of the Northeast Corridor from New Haven to Boston.

This public hearing meets the requirements of the National Environmental Protection Act as part of the environmental impact statement process.

What we would like to do today is spend a few minutes giving you an overview of the project talking about where we were in the process, where we are and where we're going. And the purpose of this meeting and to give the majority of the time is for the individuals to comment on the draft environmental impact statement that has already been issued to the public.

Sitting with me is individuals from the Federal Railroad Administration and the Volpe National Transportation Systems Center. Directly next to me is Bill Fashouer from the FRA. Next to him is Peter Montague from the FRA and on the end is Glenn Goulet from the Volpe National Transportation Systems Center.

The Northeast Corridor as you know goes from Washington to Boston. It has the highest rail patronage in the country. It is electrified from Washington, DC to New Haven. And this proposal intends to electrify it from New Haven to Boston.

Right now there is diesel from New Haven to Boston and then there is a switch to electrical engines at New Haven for the rest of the trip to Washington. This project

is part of the Northeast Corridor Improvement Project better known as NECIP.

The types of projects that NECIP is undertaking has to do with three categories; the infrastructure which includes this electrification as well as rail line upgrades and other things, congestion relief which Shell will include a flyover, the Stamford Station improvements and New Haven track configuration improvements. Also there will be equipment acquisition as part of this program.

The Northeast Corridor Electrification Project as I said is from New Haven to Boston. That is what entails the project which is the relationship between the Amtrak, the FRA and us and the EIS that is now on the table.

The participants are the Federal Railroad Administration which is mandated by Congress to implement this program with Amtrak and is responsible for the environmental impact statement. The Volpe National Transportation Systems Center is a division of the U.S. Department of Transportation and is directed by the FRA to undertake this enterprise. DMJM/Harris which I represent is on the contract for Volpe National Transportation Systems Center and we are the contractors who are performing the EIS. Amtrak, the National Railroad Passenger Corporation is the proponent. They are the ones who intend to do the project and to run the trains.

Over the last three years we are performing various aspects of environmental studies as required

by regulatory process. The project components that we've looked at include substations and electric feed lines, switching stations, autotransformers, bridge modifications, that is raising bridges if the cars can't fit in with the catenary situation, railroad stations, catenary system itself, program operation, fencing and other items.

The categories that we looked at in the general impact sense were land use and socioeconomic; historical and archaeological; transportation, circulation, and access; natural resources: Wetlands, wildlife, water quality; noise, air quality.

And project specific categories are vibration, energy, public safety, electromagnetic frequencies, EMF and visual and

aesthetic.

The regulatory process that is involved is a federal regulatory process, state and local. In federal, one of the main processes is the NEPA process. In the state, it's the MEPA process. Local or local permits. These all engage environmental studies, agency reviews and permits as applicable.

The NEPA process which is we are involved here today involves various components. About a year or two years ago we had a scoping session which we asked comments from the public in the appropriate agencies to tell us what to study and how to study. We did a baseline, existing conditions. We analyzed alternatives. We evaluated impacts and that led to the publication of a draft environmental impact statement.

That statement is open for public and agency scrutiny in which this hearing is part of that process.

Upon conclusion there will be a final impact statement which tells the final conclusions of all that is concerned regarding this project.

The final environmental impact statement will entail response to the comments that we receive on the DEIS, both at these public hearings and in writing. It will also incorporate relevant changes in the proposed action. Any changes caused necessary by mitigation or changes caused by the applicant and the proponent deciding to make certain changes. It also incorporates agency reviews in consultation and direction and leads to a record of decision.

These hearings are required by

1 NEPA and they are strongly
2 encouraged by FRA procedures.
3 These hearings provide an
4 opportunity for public input on the
5 environmental study as well as
6 agency input and it establishes the
7 framework for the FEIS.
8 So therefore, this is
9 basically saying what we're looking
10 for. We are encouraging you and
11 hope that you give us comments
12 based upon what was in the written
13 DEIS document that will enable us
14 to do further analysis and
15 direction as far as the conclusion
16 to the FEIS.
17 The comment process that we're
18 now in again is to address the
19 adequacy of the analysis and the
20 merits of alternatives discussed.
21 There's a forty-five day period
22 that is allowed from the
23 publication of the DEIS for

1 comments. Right now the federal
2 process, the NEPA process, comments
3 will be closed on the 3rd of
4 December and the NEPA process will
5 close December 9.
6 What we would like to do for
7 the rest of the period is take your
8 comments. This is not an
9 informational meeting. Generally
10 speaking, there is no addressing of
11 your comments at this time.
12 They're taken for the public record
13 and they need to be addressed one
14 by one in the FEIS. To that fact,
15 we all should be advised that we
16 have a public stenographer who is
17 keeping a transcript of these
18 proceedings.
19 Furthermore, you're all
20 encouraged to submit written
21 testimony as you so choose and to
22 have it into us by the dates which
23 are I believe again they're the 3rd

and the 9th. I'll just double-check. That's important because once we close the period for accepting comments, if you submit it afterwards, it generally is not incorporated. And again, for the federal process, it is December 3. For the state process in the Commonwealth of Massachusetts, it's December 9.

What we would like to afford is each individual five minutes of time to address and make their comments. If there is more time necessary, please submit it in writing. Because again, we're not going to address any of the technical concerns that you may have at this time. It helps us if you have additional stuff to put it in writing and we'll gladly take it up to the dates indicated.

I will, however, address any

procedural questions that one may have. We can address that at this time and if we can't answer you, we will get back to you.

We have three individuals who requested to speak. I'll read out their names in order and if there is anyone after that, please just identify yourself and feel free to come forward. First one is Leo Purcell.

And this little gizmo that they gave me is a five minute indicator. It has a one minute warning light so you'll have some idea. MAH-1

MR. PURCELL: I'll be relatively brief, sir.

MR. LEVY: Okay.

MR. PURCELL: My name is Leo Purcell. I'm president of the Massachusetts Building Trades Counsel Umbrella Organization of

Construction Unions representing approximately sixty thousand construction workers across the Commonwealth.

In looking at this environmental impact statement, I would just like to compliment those who put it together and I think it really seems as if it's going to be a conclusion of a project.

And given the alternatives of doing nothing in electrifying between New Haven and Boston and making the system work, making real faster and alternatives to the mode of transportation we have now. In behalf of the counsel I would support it.

More importantly where we come from and it's certainly not jobs at any cost that the potential of six or seven hundred construction jobs that we believe that it's

critically important for the Commonwealth that we follow through with this project and particularly for those workers and many of those who find themselves through no fault of their own unemployed at this time.

So we speak in support of the study that has been done at this time and we hope that this project will move postdate September of 1994.

MR. LEVY: Thank you.

MR. PURCELL: Thank you.

MR. LEVY: Steve Olanoff.

MA-11-2

MR. OLANOFF: Steve Olanoff, Town of Westwood Planning Board. I had hoped to get some answers to some questions. Am I correct that that's not possible?

MR. LEVY: You can ask. I'll tell you if we can -- again, this is a public hearing process. It's

not an informational meeting.

MR. OLANOFF: Steven Olanoff, Town of Westwood Planning Board. The draft environmental impact statement review was very vague and actually contradictory in some of the things concerning University Avenue Railroad Station and the intersections of University Avenue and Blue Hill Drive.

We are concerned about what is going to be done exactly as far as the parking at the railroad station and the traffic impact on the intersections. These were items that were supposed to be addressed according to the NEPA certification and it really wasn't clear what if anything would be done to mitigate these measures.

The statement said that there would be a fifty percent increase just from the increased Amtrak

traffic alone at the parking lot of Route 128. We'd like to know what exactly are the plans for the garage. As far as we know the T has just indefinitely postponed. We haven't heard anything from them as to plans to building a parking garage there.

We would like to have a reasonably sized parking garage at the University Avenue Station to take care of its problem. Otherwise, the parking lot runs a capacity now.

The environmental impact statement said that there is a problem here but it didn't say how it was going to be resolved other than there may be some discussion with the T or they said that in one place. Another page on the report it just said no additional parking is planned which is a

contradiction.

For the intersections of Blue Hill Drive and Route 128 ramps and the intersection of University Avenue and Blue Hill Drive, again, there is mention of signalization that is being planned but we know of no actual timetable or exactly what the plans are for this, when it will be done.

So we'd like really three things which is what are designs for both the parking garage and the traffic improvements at both intersections. We'd like to know what sort of timetable, will it actually be there in time for the increase in traffic and automobile usage and how this is going to be financed.

Hopefully -- is it correct that this is the draft environmental statement so there

will be a more detailed one coming out later?

MR. LEVY: That's correct. And clearly your comments are warranted comments and they will be looked at in the light of your statement.

As you know the final EIS is the one that has the mitigation measures which then are adopted in the record of decision which is a direction. It's actually an order of conditions that comes out of DOT to Amtrak.

Generally, the EIS does not necessarily give explicit details as to how things are going to achieve but it makes it such an order of condition such that you cannot proceed unless you do this. And the proof of burden would be on Amtrak.

So if these things are adopted

as a mitigation measure, then they would be an item that would be perceived as something that has to be done. And time can be also an issue in the mitigation.

MR. OLANOFF: And I have another subject which is completely different if I can address that which is protection of the wetlands.

The railroad line runs through Fall Meadow Reservation which is a critical wetlands area and is listed as an area of critical environmental concern.

And I noticed the mitigation measure said that work would be done at night there to and all access would be by the railroad line which sounds good but as always we're concerned about the actual implementation of these precautions.

We also get a lot of insurances and a lot of words written down saying that the wetlands will be protected. And when it actually comes to carrying this out, it's quite a different story.

I'm not sure that the construction workers out there have read the environmental impact report. I don't think any of you people are going to be out there in the middle of the night watching the work going on that's occurring in the wetlands.

In that area the Neponset River comes very, very close to the tracks in two places. The whole area is critical wetlands.

As an example, work was recently halted by the Dedham Conservation Commission at Route 128 for simple sidewalk and

platform replacement was going on where apparently it was the T or the T and Amtrak together on this project had gone forward and were working right next to a wetlands. Wetlands which the T had been very careful to point out in the past for the parking garage plans that these wetlands were there and they would be respected.

They were working right next to those wetlands without normal wetlands precautions. And in addition, didn't even consult the Dedham Conservation Commission in getting the order of conditions to do that work.

They further at the other end of the station removed a section of guard rail and actually trespassed on NBT park property and filled in wetlands there. They filled in wetlands which are part of public

park, protected area, an area of critical environment to concern as though they knew nothing about these things and had no idea that anything like this even existed.

This is just an example and it's very recent because this work was only stopped about two weeks ago and the work was within the last month.

This is an example of what happens when you get all sorts of insurances that you're going to be careful of the wetlands and follow the strictest procedures and somehow it just doesn't happen.

I'd really like to know in detail who is going to be watching this construction work at night so that the wetlands protections are carried out.

MR. LEVY: Okay. Thank you very, very much. Excuse me for one

A113

minute. Next is Nina Wilds.

MS. WILDS: My name is Nina Wilds. I am a member of the Volunteer Board of Trustees at Cliffmont Condominium. We're a ninety unit condominium development that many of our units are located extremely close to the tracks. I can see them from my front door and we have already been designated number four property affected immediately by the potential noise increase and any dangers of the electrification process.

So I have I think three concerns. One is I know just -- I don't know how I know it, somehow I know because I've read that electrification is bad. It's dangerous.

1 I think studies in Europe have shown that it is connected to that being close to high voltage

electric wires can contribute to childhood leukemia and other diseases. I'm sure it's not real healthy for grown-ups either.

I'm concerned about what the intentions are regarding shielding neighbors from that electrical power.

The second concern is noise. We have noise now. I understand

2 that electric trains may be quieter than diesel trains and that would be nice but I know they're going faster. So I would like to know exactly what the noise differential will be. I know it's going to be more.

3 I understand that barriers would be put in place to help solve both of these problems. I've heard twenty-foot walls which sounds like it would offer quite a bit of protection. It also sounds as if

it will be frightfully ugly and I'm concerned about how those look.

We are in Boston, in Roslindale section of Boston. I have a feeling if we were in Greenwich, Connecticut, where I know these lines also run through, we might perhaps get different kind of treatment. I want to make sure we get the kind of treatment that is fair and that is suitable to our neighborhood.

We have both condominiums and single-family homes in our neighborhood and I just want to make sure that we get something that we can live with that will enhance your project, make it safe. I know it's a good project but also will not destroy the value of our neighborhood.

If money needs to be allocated to make sure that we don't get the

cheapest thing that you can just throw up there, that would be great. We would like to have some thought put into both the quality and the looks of the barrier that would get erected.

MR. LEVY: Thank you. At this time is there anyone else that would like to make a comment? Would you please identify yourself?

MA-H-4

MS. SNYDER: My name is Mary Snyder. I'm representing Neponset Watershed Association. My concerns are somewhat the same as Steve's of the Fall Meadows, Ponkapaug Bog, Neponset River, ACEC comes right along the tracks through Norwood and Canton and it doesn't seem to be mentioned or documented at all. So that's an area of critical environmental concern that should be taken care of.

MR. LEVY: Okay. Thank you.

Anybody else? Okay. If there's no other comments we're going to state --

MA-15

MS. GOLDEN: Actually, I'd like to say something.

MR. LEVY: Sure. Just identify yourself.

MS. GOLDEN: Ceri Golden and I live actually about a block away from here, right along side the quarter park. I just learned about this whole process so I'm a little bit concerned about the lack of dissemination of information.

I mean, literally, I just got a notice of this meeting last night from some active people in my neighborhood and without their help, I wouldn't be here.

I had read something about it in a Jamaica Plain newspaper and had no information of how I could impact on this process.

And I come today and I find out that I'm not going to really receive any information. So I assume that most of what I need to know is in the impact statement?

MR. LEVY: Yes. The impact statement is three volumes. It is in libraries. I don't know if there are any more copies available but you can gladly leave your name and we can tell you where the closest copy is if we can't get you one.

The process has been a public process for the last two years. There have been articles in the local papers as well as The Globe. We have had public hearings, public information meetings.

So I mean, we have afforded the opportunity to all concerned parties to be active. We gladly take any comments, any calls at any

1 time. The process is not over.
2 You're coming towards the later --
3 I'd say we're at the two-thirds
4 point and clearly you should feel
5 free to read it and make any
6 comments that you wish.
7 MS. GOLDEN: My major concern
8 is the amount of noise because for
9 me right now there's too much noise
10 as it is.
11 How can I impact on the
12 project as an individual or as a
13 part of my community? I'm really
14 coming in here quite ignorant of
15 this process.
16 MR. LEVY: Okay. The process
17 is a process that was established
18 by Congress which really forces all
19 proponents spending federal money
20 to make available to the public and
21 concerned parties the ability to
22 impact and have a say in the
23 process. I mean, that's what this

1 is all about.
2 Right now your best point is
3 to put your comments in writing,
4 think about what you want to say
5 and you have between for the
6 federal process up to December 3
7 and the state process December 9.
8 MS. GOLDEN: Do we send that
9 same sheet to the same address?
10 MR. LEVY: Yes. There are two
11 processes going on concurrently
12 here. The Commonwealth of
13 Massachusetts also has a stringent
14 process that dovetails with the
15 federal process.
16 Furthermore, you're always
17 welcome to contact the state
18 directly, contact your
19 representatives directly. You can
20 always contact Amtrak and the MBTA
21 directly as well.
22 MS. GOLDEN: Who would be the
23 contact person at the state level

other than the executives?

MR. LEVY: That would be the executive officer of Environmental Affairs. It's Mr. William T. Gage.

The individuals in the back can get you names and addresses of anybody that you would really like. Clearly, we could do that.

It's indicated right in the draft report but we have the names of who you could contact.

MS. GOLDEN: Is there a strong commitment to mitigating any negative noise impact or is there a sense that there will be increased noise impact and it will be too bad to the people who are affected by it?

MR. LEVY: Basically, there's two things going on. One, there is a feeling from the local residences that the present noise level is not acceptable.

That is really not an issue of this study because this study is mandated to look at the differential of what happens from what's present to what's proposed.

So there is two issues and clearly though I think if you have concerns, you should voice your concerns if that's what it is.

It's unfortunate we're just not at a position to say where it's going. But clearly from your point in the process, you're welcome to get involved.

We had unfortunately an informational meeting, a dialogue meeting, on noise a few months ago and I wish you were there.

MS. GOLDEN: I do too.

MR. LEVY: But those are the two basic issues that have developed. One is the present noise level and one is the

anticipated noise level.

MS. GOLDEN: If there's time could you say what came out of that meeting?

MR. LEVY: I'm sorry. I'm not going to be able to, not at this forum. But I think gladly if you would contact our staff, they can clearly meet with you and tell you what happened. We have no objection.

This forum is a fairly stringent forum as mandated by regulatory process. So we really don't want to get into that aspect of it. It's not an informational meeting.

MS. GOLDEN: One last question. Is there any possibility in mitigating the noise impact that they could actually make the situation better than it is right now?

MR. LEVY: That is possible. What is happening is there are discussions with Amtrak who was the operator not only for the interstate line but also for the MBTA.

And they are looking at various aspects with the MBTA as far as reducing noise level, whether or not this project goes forward that is.

MS. GOLDEN: I see. Okay. Thank you.

MR. LEVY: And as I said, if you need more information on that, my suggestion is contact the MBTA, contact the local representatives.

MS. WILDS: Who is the MBTA?

MR. LEVY: These days I'm never too sure. Right now I would say Charlie Stuart. Charlie Stuart works for the commuter rail of the MBTA. Thank you. And if you need

any names or phone numbers. Anybody else?

MR. OLANOFF: Why was the meeting held here? Why wasn't the meeting held where I could take the train to get to it?

(From the floor)

MR. LEVY: Anybody else?

MS. WILDS: Just an information question. What's a flyover?

MR. LEVY: A flyover is right now say there are five tracks, four tracks, six tracks going straight and when they want to cut off they have to switch tracks.

Flyover means that they will be able to on an elevated portion come down and over.

MS. WILDS: Oh.

MR. LEVY: Anybody else?

FROM THE FLOOR: Do you have a direct line on which way the trains are going to go?

MR. LEVY: Excuse me?

FROM THE FLOOR: Do you have a direct line on which way the trains are going to go? I mean, like Amtrak or something like the MBTA, what's the route, like, from where they go to from where to where, from North Station?

MR. LEVY: No. This will be from South Station through Providence along the main line to New London to New Haven and on to Washington.

FROM THE FLOOR: What residential area does it cover?

MR. LEVY: It's the Southwest Corridor here locally.

FROM THE FLOOR: It's just the what; what towns?

MR. LEVY: The

Southwest Corridor where the commuter rail line and the orange line operate on.

FROM THE FLOOR: Does that Amtrak go right by Providence Street in Hyde Park?

MR. LEVY: I'm not too sure.

(From the floor)

MR. LEVY: When you leave we have some staff here, they'll be able to show you areas of where it is. And if you'd like to do it now and what it's going to propose look like, there's some maps on the back and pictures. Our staff will show you where.

Is there anybody else that would like to comment? Okay. What we'll do is we'll adjourn for a little bit and then we'll reconvene in case anybody comes in later.

(Hearing adjourned)

(Hearing reconvened)

MR. LEVY: This is a public hearing for evaluation for electrification from New Haven to Boston.

We gave a presentation earlier and this is open to the public or any concerned parties to give comment or ask any questions.

Is there anybody else that would like to comment? Please identify yourself and feel free.

MA-H-6

MR. DIMECO: My name is Bob DiMeco. I'm representing the Boston Transportation Department for the City of Boston.

1

I'd like to submit the following letter as our comments to this document. Thank you very

much.

MR. LEVY: Thank you. Is there anybody else that would like to comment? We will stay open for another fifteen minutes in which time we will recess until seven o'clock this evening.

Are there any other further comments? If not we'll continue this meeting until 7:00 this evening.

(Hearing adjourned)

COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss.

I, DEANNA L. ANDERSON, Certified Shorthand Reporter, do hereby certify that the foregoing testimony is true and accurate, to the best of my knowledge and ability.

WITNESS MY HAND, this 3rd day of December, 1993.

Deanna L. Anderson
Deanna L. Anderson

ORIGINAL

COMMONWEALTH OF MASSACHUSETTS

HEARING, held at ENGLISH HIGH SCHOOL, 144 McBride Street, Jamaica Plain, Massachusetts, on November 16, 1993.

DEANNA ANDERSON

CERTIFIED SHORTHAND REPORTER

MR. LEVY: Good evening. I'm Ira Levy. I'm with the consulting firm of DMJM/Harris. We are the contractors performing the EIS for the Volpe National Transportation Systems Center.

There are representatives here of the Federal Railroad Administration as well as the Volpe National Transportation Systems Center. To my right is Bill Fashouer with the FRA. To my left is Peter Montague with the FRA. And at the end is Glenn Goulet with the Volpe National Transportation Systems Center.

What we would like to do this evening is just give a brief overview of the project, where we have been in the environmental studies and the process from here on in and then turn it over to you for comments and considerations

regarding the DEIS which has been published.

The Northeast Corridor extends from Washington to Boston, Massachusetts. It has the highest rail patronage of the country. It is presently electrified from Washington to New Haven, Connecticut.

This proposal is to electrify the Northeast Corridor from New Haven to Boston. It presently uses diesel from New Haven to Boston at which time it changes to an electric engine which takes it from New Haven into Washington.

This project it part of the Northeast Corridor improvement projects, better known as NECIP. There are numerous improvements anticipated for the Northeast Corridor one of which is the electrification project which is

the subject of tonight's hearing. There is also rail line upgrades, congestion relief, and Shell will propose a flyover, Stamford station is to be improved, New Haven track configuration improvements as well as equipment acquisitions.

This project is considered from New Haven to Boston. It deals primarily with electrification and all the pertinence due to electrification.

The participants in the program are the FRA, Federal Railroad Administration, Volpe National Transportation Systems Center, ourselves as a consultant and Amtrak, the National Railroad Passenger Corporation who is the proponent of the project.

The EIS is part of an extensive environmental study that has been undertaken that is

required by law and regulatory processes.

The project components that are looked at are substations and electric feed lines, switching stations, autotransformers, bridge modifications, railroad stations, catenary systems, program operation, fencing and others.

There are various categories that cause impact or may cause impact. General impact categories are land use and socioeconomic, historical and archaeological, transportation, circulation and access issues, natural resources, noise and air quality.

Projects specific impact categories are vibration, energy, public safety issues, electromagnetic frequencies, EMF, visual and aesthetic issues.

There are three levels of

regulatory processes that are involved in this project. One is the federal process. There are state processes in Massachusetts. It's the Massachusetts Environmental Protection Act. And there are local processes which usually are permit based. They all entail environmental studies, agency reviews, comments and permits.

We are here tonight engaging two processes the higher auto process is the federal process which is the NEPA process, the National Environmental Protection Act.

We have gone through various aspects of this process including scoping, looking at the existing conditions and creating a baseline, various alternatives analysis, evaluation of impacts and the

preparation of a draft environmental impact statement which is now in public review.

From hereafter upon review of these hearings, we will draft and submit for review and approval by the FRA a final EIS which will lead to a record of decision. The final environmental impact statement primarily is a response to comments on the DEIS including those that are done tonight.

We incorporate the relevant changes in the proposed action either due to mitigation requirements or changes by the proponents. We enjoy agency review and consultation and any considerations and comments from those agencies. And again, there is a final record of decision.

These hearings are on the DEIS. They are required by the

National Environmental Protection Act and they're strongly encouraged by the FRA procedures and the FRA is represented tonight. They provide an opportunity for public input on the environmental study as well as agency input and they establish the framework for the final EIS. This is all part of a common process upon issuance of the draft DIS.

Basically, we are seeking the adequacy of our analysis and any comments thereto and the merits of alternatives discussed any comments thereto. The comment period lasts for forty-five days. The federal process closes on December 3, 1993, and the state process, the NEPA process, closes on December 9, 1993. The state process and the federal process are concurrent processes.

Also in the back of the room, the Army Core of Engineers has published a public notice requiring various permits that may be undertaken by them, both a Section 10 and Section 404 and the public is welcome to pick up a copy.

FROM THE FLOOR: Excuse me, you said the comment period is forty-five days?

MR. LEVY: Forty-five days from the issuance of the EIS.

FROM THE FLOOR: When does it start?

MR. LEVY: I don't have the exact dates but I can tell you the closing dates. The closing date is December 3.

FROM THE FLOOR: Did you say December 3? That's only a couple of weeks. That's not forty-five days.

MR. LEVY: It's forty-five

days from the issuance of the DEIS. The DEIS has been on the streets quite a few weeks.

FROM THE FLOOR: I don't understand.

MR. LEVY: Okay.

FROM THE FLOOR: If you have forty-five days, why are you saying two weeks?

MR. LEVY: There's forty-five days from the issuance of the draft report which has been issued for a few weeks.

FROM THE FLOOR: Well, who's been given the draft report?

MR. LEVY: The draft report -- there's public notice of the draft report.

They're in libraries. They're also available in the Local 2 branch libraries. There's one here in Hyde Park and one Roslindale.

FROM THE FLOOR: Well, I think

we have to object right here to the forty-five day period. It should begin tonight when we're being given the information. This should be day one of the forty-five day comment period.

MR. LEVY: We'll so note it. Now, the process that we're going to like to do tonight --

FROM THE FLOOR: I guess what this woman was getting at was, was there adequate public notice?

MR. LEVY: Yes. It's in the federal register.

FROM THE FLOOR: I just heard about it today.

MR. LEVY: The process is a highly controlled process by law. The process is that the secretary of the Environmental Protection Agency signs off on the document.

It is published in the federal register. It is also noticed given

in the newspapers of the meetings and of the publications.

Publications are placed in public libraries and to the appropriate agencies. We made the statement when we were out here for an informational meeting a few months ago exactly how the process would take place and to which documents would be published.

This is a federal requirement. It is followed federal law.

(Discussion from the floor)

MR. LEVY: Excuse me, I only can handle one at a time. I'm still addressing the one gentleman. I would really appreciate that we have order tonight.

We will try to entertain everybody's comments but everybody just shouting is going to affect

nothing. I still have this gentleman's comment.

If you wish to have more time, you can ask so for tonight like this lady did and you can put in writing and it will be looked at to see if it was requested. The FRA will make a decision.

If enough people feel they need more time, it is under the FRA's privy to expand the comment period but that's the process.

What we'd like to do tonight is I have a list of people who have asked to speak. I'll go through that list in order as they signed up. After that please raise your hand and you'll be recognized. Also we will take any written comments.

Okay. We're going to try to limit people to five minutes. We have a large crowd here tonight.

After everybody has a chance and you want to say something else again we'll gladly go back around and ask people if they want to have additional comments. With that, John P. Thomson.

MAH-7

MR. THOMSON: Gentlemen, whoever, you're representing various departments here tonight, Core of Engineers or whatever the federal group, the name is John Thomson of Hyde Park.

I might say I'm, of course, happy this meeting is held tonight and one this afternoon although I work as a teacher still. I'm retired but I do part-time teaching.

A good many of us are still -- I don't know about this room -- are still working even at 70. And two o'clock in the afternoon is not that satisfactory but seven is

fine.

How I got notice of this meeting, I've seen a few things. I've known for years it was going to come. Hopefully, something like this was going to start but I got a yellow sheet in the mail a couple of days ago or in my post box tucked in by someone, Mr. Heisler from who I met a time or two from Roslindale so I thank him for alerting me. And there are a few other people from Hyde Park.

I'll just say, I might say at the outset that I as a long time member and active person in the National Association Rail Passengers or Rail Travelers since I was about three in this country and all through Europe and so forth.

I want railroads to expand generally so I am for the concept

of the expansion of this line. And I was gratified and pleased by all the changes in the last few years that we did not have I-95 which would have meant my house would have gone. And we have the fine Jamaica Plain, Hyde Park past improvements of the tracks. Electrified is coming.

(1) The main thing I feel tonight and want to say is that I am concerned, of course, about health. We all should be. I read various studies and certainly I would say everything should be done and we thank God for the environmental movement and the rules we have that we should make sure that it is as safe as possible, although I live just myself a half a block from the line so I would be affected and my family.

The other side of the coin I

1 think is the balancing factor and
2 life is full of it. As I
3 say, somebody said to me it's a
4 risk to breath. And to me the
5 pollution of automobiles along Hyde
6 Park Avenue is high and going to
7 New York, Chicago or Boston,
8 wherever it is, if we can reduce
9 that, then we're ahead if we use
10 more rail travel and reduce the
11 event of some gasoline for that.
12 That to me might be a tradeoff. So
13 that part of it concerns me.
14 Another part is the sound
15 situation and I do know that they
16 can do things along the rail lines
17 and they're doing it around
18 Washington and the beltway. I was
19 down there last spring for the
20 automobiles and I saw many miles
21 and miles and miles of special
22 fences put up to soften the noise
23 at least if not the pollution from

1 the cars. And down around
2 Wasington is fantastically heavy.
3 So I think that has to be addressed
4 those ill effects.
5 I do feel that in other words,
6 I'm personally for the concept. I
7 think it's going to come. I do
8 feel though that with the two
9 hundred sixty-two billion we spent
10 on national defense, the three
11 hundred million that will now have
12 to be appropriated to finish off
13 the Somalian war, that our
14 government some day will have
15 requirements by our congressmen on
16 anything or even in Boston for
17 hearings.
18 This should have been started
19 months ago and we should have had
20 hearings in Hyde Park say
21 Readville, Hyde Park, Roslindale,
22 Jamaica Plain, wherever it
23 concerned people and notices should

have mailed out as we do for the census and other things to everybody say three hundred feet from the line, something like that.

I just know in some ways this is what bureaucracy's about. I used to say to a friend of mine, we've heard about the Russian Bureaucracy that collapsed communism but we equal it. And I'm not condemning the good people some of you tonight that are here tonight but I say some day we will build in our laws the requirement that we practice democracy more so in involvement because this to me, the travesty is not having this thing personally. It's the method again.

This is not a large crowd. I've been at hearings in Hyde Park we've had four hundred people. This auditorium should be filled

and there should be an auditorium filled in Hyde Park and Hyde Park High School. It would have been.

I have friends I had no time to call them tonight and they're right by the rail. They're going to suddenly wake up I guess in a month, six months, eight months, two years and all that work is started along the line.

The way they did the process in Jamaica Plain I understand my wife has been involved in that was the way I believe it ought to continue. Maybe in the future they'll get the message and we'll call our Congressman Mokley about this after NAFTA and I'll suggest to him to set up a process all along like they did in the expansion of the rail line along this many years where there was tremendous neighborhood involved.

We didn't stop it. It came about well. I'm pleased with it certainly and I see great parks and the depressed rail. So all I'm commending is let's move from here in a better fashion for the rest of this and I think it will happen but we must make it work as well for everybody concerned here to reduce any kind of pollution.

And I'm certainly concerned about the magnetic fields and all that, anything that could mitigate that but I do think my own opinion is it's best in the long run to have more rail travel and less reliance on air and auto transportation. Thank you.

MR. LEVY: Thank you very much. Next gentleman is Kenneth Spolsino.

MA-H-2

MR. SPOLSINO: Ladies and gentlemen, excuse my back but I'd

like to address these four men up here.

Gentlemen, I am Kenneth Spolsino. I reside at 1139 Hyde Park Avenue in Hyde Park. I'm here this evening to voice my opposition to this proposed project of electrifying the railway for the Northeast Corridor.

Although I feel that voicing my objections will have the same effect as barking at the moon, bark I shall. I feel this way because I am certain that the MBTA and Amtrak will go ahead with this project regardless of what I have to say on the matter.

Gentlemen, I'm here to tell you that I'm opposed to the fact that my neighbors and I shall be subjected to the noise and pollution from fugitive dust out of the construction process of this

project.

And I'm skeptical that the trucks engaged in the activities surrounding the construction process will be routed away from our residential location considering that Hyde Park Avenue has become a major trucking route over the past few years.

I am opposed to the site blight of high tension poles and lines in close proximity to my backyard. And I'm weary of the possible health hazards posed by living in such close proximity to the dozes of EMF emitted by these high tension lines.

I'm also opposed to being subjected to the constant buzzing noise emitted from the transformers of these lines which seem to become a common characteristic to all high voltage lines.

I'm opposed to trains running in greater numbers and at high speeds in such close proximity to my residence. I feel that Amtrak and the MBTA have done little to mitigate the problems of the current diesel engine transports and will act with a similar non-caring attitude with any foreseen and unforeseen problems endemic to a project of this magnitude.

Both entities have a reputation of being poor neighbors in this area and show no effort or desire in changing to date. I feel that Amtrak and the MBTA are standing on one side of the table playing a sort of high stake show game with the government on the other side of the table. And once again, the public is playing the part of the pea.

I am appalled at the lack of information disseminated to the public with regard to this project. I am tired of bureaucrats and the representatives of the bloated bodies of the MBTA and Amtrak telling me what is good for me. I know what is good for me and no sugar coated environmental impact study you can offer will change my mind.

I hope that all the parties concerned will stop wasting money and time on this poorly conceived Northeast Corridor electrified rail project. Thank you.

MR. LEVY: Thank you. Sam Conti.

MA-11-G MR. CONTI: I was going to speak but Mr. Spolsino spoke for me. I'm opposed to this whole thing myself. Thank you very much, gentlemen. My name is Sam Conti,

C-O-N-T-I.

MR. LEVY: Got it. Thank you. Mr. Joe Heisler.

MA-11-10 MR. HEISLER: My name is Joe Heisler. I live at 33 Harrison Street in Roslindale. I'm here representing the unit owners of Dale Village Condominiums.

I chair a local task force. They're called the Dale Village Rail Noise Task Force and I'm happy to see so many of my neighbors here tonight. I just have a few comments.

My wife and I have been following this process for a long time and I think you know my sentiments and Mr. Spolsino expressed many of them, that the process itself is somewhat of a sham.

You never reached out to the community to really truly get their

1 feelings on this. Nonetheless,
2 we'll continue to play this charade
3 because it's the process and we
4 have to work that process if we
5 want to be heard. So thank you.
6 I guess I have one big
7 question. I'm looking at your
8 draft environmental impact
9 statement very nicely done. My
10 question is: Can you get your
11 money back? I'm sorry, Mr. Levy, I
12 guess you were involved in putting
13 it together but I see several
14 problems with the study and I want
15 to hit on them.
16 I will be submitting written
17 testimony later but I do want to
18 hit on a few points which I think
19 are pertinent to this whole process
20 and that is the record of the
21 applicant in this case Amtrak, you
22 looked at all of these various
23 environmental factors but what I

1 really think you failed to look at
2 was the management and operational
3 record of Amtrak.
4 They are historically and they
5 continue to show a very poorly
6 managed entity. And this whole
7 thing is predicated on them doing
8 what they say they want to do and
9 their track record in that regard
10 is not very good.
11 I just want to bring up a
12 couple things and I want to submit
13 this to you because this was my
14 favorite. I clip articles about
15 Amtrak every time I see it. And I
16 thought this one was the best but
17 it's not the only one. There's
18 several, some more tragic than
19 others.
20 But this is Portland Oregon,
21 Amtrak apologizing issue refunds to
22 dozens of junior high students who
23 took a train trip with a group of

rowdy grown-ups playing strip poker on the train.

I mean, it's funny but it's sad and it's just one of many problems that Amtrak has and I'm not sure you really looked at that. I'm not sure you really looked at the record of Amtrak and whether they are a good candidate to even build and operate this line given their history.

A couple other points I just want to hit on and I'm going to relinquish the microphone and that is the failure of the study to really adequately address and accurately address certain points.

(2) I submit for the record the study that was done by Athentec (phonetic) Incorporated. It's a noise impact evaluation and abatement recommendations for the Northeast Corridor train operations

between Dedham Manor and Jamaica Plain. I believe this was done for Amtrak with funding from congress.

This study which was just released, I hope you'll consider this as part of the review process, says something different about noise than the study that you have. And all of you that are here from Dale Village in particular and I'm sure many of you along the line know that the noise problem is outrageous. It is outrageous.

This study which congress did said there's six hundred and eighty-two I believe households between Forest Hills -- I'm not sure if they went beyond Forest Hills -- to Dedham Manor that have noise levels beyond the acceptable decibel level.

This study compiled by DMJM/Harris on behalf of the

Federal Railroad Administration says there's only a hundred and twenty-seven households in the Boston section of the line that will have noise impacts.

The one in particular I find very interesting -- Sam, you'll be pleased to know that they finally discovered you have a noise problem down in Hyde Park -- but up in my neck of the woods which the congressional studies showed the noise levels regularly exceeded ninety decibels.

They failed to make light of in this report. And what that tells me -- I'm not a scientist, I'm not a doctor, anything like that, it makes me question many other things.

The other point that I will bring up which leads me to question this report is it says with regard

to vibration that Amtrak and this whole process will have no impact within the City of Boston, within the city limits of Boston. I would suggest and I've told you this before, why don't you come up to my second floor bedroom and feel the floor shake?

My neighbors, I know the situation is even worse. Yet when you did your study, your test site, your closest test site was Readville. You didn't even come up this way if I'm reading the study correctly. Again, it just leads me to question the veracity of the report.

One last thing I really want to address and I think this -- I really want to address this more to the audience than these officials here tonight that strikes me about this whole process is the deafening

1 silence of our public officials.
2 I don't know if you see any of
3 -- this is a state, federal review
4 process. I don't think if you see
5 any of your state officials here or
6 much less federal officials.
7 I will just tell you, I just
8 want to share one anecdote with you
9 and this is -- I called Congressman
10 Mokley's office and I talked to a
11 gentleman there from the
12 congressman's office and I told him
13 about the problems we were having
14 out here and I said that something
15 had to be done.
16 And his response to me was
17 well, if we help you then people
18 will expect us all along the line
19 to help them. Well, I'm not sure
20 he realized how absurd that sounded
21 but I think that's the attitude
22 that many public officials have and
23 they're not going to change that

1 attitude unless they hear from you.
2 Having said that, I just want
3 to say that I think that response
4 is kind of symbolic of this whole
5 process. And what it is is Amtrak
6 and really the FRA is a partner in
7 this. Don't be deceived in
8 thinking that they're some kind of
9 unbiased, regulatory authority.
10 They're there to regulate railroads
11 and the more railroads that are
12 there, the more they get to
13 regulate.
14 But they're asking people
15 within the neighborhoods, the City
16 of Boston and beyond, I'm not
17 familiar with their specific
18 problems but they're asking you to
19 give up what little solitude you
20 may have.
21 They're asking you to
22 surrender your concerns on safety
23 that you might have, to gamble with

the health of your children and it just strikes me that they're not offering anything in return.

They're not giving anything back to the community and it's another example of kind of government by feat. We already gave. We pay our taxes and our tax money is going to build this project. This is all money that's going to be appropriated by the congress. So it is your money. You do have a say in it and I hope to see more people get involved.

(3) I just want to say one last thing with regard to the study and then I will stop and that relates to the whole issue of electromagnetic fields. And I offer one more article that was in the Boston Globe.

It says -- the headline is EPA Urges Study of Health Risks Posed

by Electromagnetic Fields. I do not believe we know what the impact -- what the effect of EMFs are. It's serious enough that the Federal Environmental Protection Agency has suggested that a major study be done.

I would ask the FRA to postpone any action on this, to reject the proposal if necessary, send it back for more study until we know more about the effect of EMFs.

I'm not an alarmist, never have been, don't like health food but I've got a three year old daughter and I refuse, I refuse to have her become a guinea pig for national transportation planners in Washington who want to make themselves look good. I refuse to do that. Thank you.

MR. LEVY: Thank you. Ms.

Terry Heisler.

MA-H-11 MS. HEISLER: Hi, my name is Terry Heisler and I'm a homeowner in Roslindale and we've been living there for five and a half years. And this is probably the third meeting that I've attended with this particular group on this issue.

Going back a couple years ago, we were at a meeting and I'm going to reiterate some of the facts that I brought up at that meeting two years ago it must be now. Could you help me out? That one over in --

MS. KOUTALIDIS: '91.

MS. HEISLER: At that time Amtrak was already looking ahead to the future and they were going work on the tracks. Our property is about forty feet from the tracks. Already we have been affected by

the noise level and the vibrations.

Amtrak and the MBTA both know that these conditions exist and they know that these unacceptable conditions have existed for quite some time. Neither Amtrak nor the MBTA have made any changes to correct that problem that exists there.

Neither Amtrak nor the MBTA have gone to congress and tried to get dollars to erect sound barriers. Neither Amtrak or the MBTA when I wrote them a letter or phoned them on several occasions paid any mind to whatever I had to say.

There were suggestions made to put trees up. There were suggestions to please do something, please help us homeowners that live here and our property abuts the tracks.

We knew that when we bought the home but we did not know what kind of neighbors Amtrak and the MBTA were going to turn out to be. If I did what Amtrak and the MBTA did to one of my neighbors on a consistent basis, I would be in jail.

I was woken up for over a two-week period, could not sleep, had to leave my house, stay at my parents' house because Amtrak and the MBTA, they were doing work on the track in the middle of the night during the workweek so that they did not interrupt the train services that took place to get the commuters or the travelers to their destinations during the day.

They had no regard for the people whose homes were right there. The people that had to be woken up not one night out of a

year, I'm talking several nights in a row with flood lights that were as light as this area here. The light came into my home. The lights were as bright as this so that the men could work on the tracks.

They had equipment out there that looked like it was science fiction contraptions. When we would call the Amtrak and call the MBTA, they just, you know, turned a deaf ear. What could they do? They could care less is what the bottom line is. They really did not respond.

Am I to believe that these recommendations that they are making in this report make any sense to me? To me it's too little too late. The money that they've had and the problems that are there, they should have been

1 working with the community to do
2 these things before they ever
3 increased the travel along the
4 Northwest Corridor. This should
5 have been an issue way back then.
6 Who were they thinking of? Only
7 themselves.
8 Safety, we have called so many
9 different times and have seen
10 children on the tracks. Our
11 property, the boards get broken out
12 on a regular basis. It's our
13 expense to replace those boards.
14 Our condominium fee is what's
15 replacing these boards. They're
16 not responsible for helping us out
17 to replace the boards that get
18 knocked out because they don't
19 care. If they cared, they would do
20 something. They would have been
21 working with the community.
22 The vibrations in our home are
23 incredible. We've asked them come

1 on over, come on over any time and
2 see what this is like. You cannot
3 even sit in your own living room
4 and talk on the telephone or watch
5 television and live a normal life.
6 And if they think that they're
7 going to increase, double the
8 volume of trains that are traveling
9 on those tracks and put up an
10 electrical line outside of where I
11 live and all of these other plans
12 that they have and they think that
13 we're going to go away.
14 We're not going away. This is
15 our home. This is our community.
16 This is where we live. This is
17 what we work every day to maintain.
18 And this is where we're raising our
19 families. We're not going away.
20 They have not worked with us.
21 For them to think that I trust them
22 or I feel like they care about me,
23 they had their chance. I begged

them, pleaded with them. Not only did they have people outside working with those flood lights and those machines for weeks, each and every time that a train passed by day and night, they blew the horns.

Now, just imagine what that is like. I'm sure that none of these individuals here, none of them or anyone who's connected with any branch of government and has a mind or any kind of compassion or any kind of brain in their head would accept that or think that that's okay or think that anyone should have to put up with that. But we had to put up with it. We had to endure it because they really don't care.

So the noise, the safety, the vibrations, they're talking this report about maintaining the wheels better, maintenance of the wheels

on the tracks. What's the problem? I don't understand why they haven't been doing that all along. Why isn't that a priority for Amtrak or the MBTA to make sure that the wheels and the tracks so that it reduces the noise levels and the vibrations are being maintained? You take your car in for regular maintenance.

You know, I think that increasing revenue to the Commonwealth would be a good idea not from the increased tourism that they mention but from fining, stiff fines for people like this, for businesses like this that want to operate and do things that if the local gas station tried to pull this kind of stuff in a residential neighborhood, they'd be down in the courthouse and they'd have a lot of neighbors and they'd have the

police on their back and they'd be paying a fine. You better believe it if they want to continue to do business in that community.

And believe me, I know that I cannot trust that any of these folks are on my side because I've been shown differently. Thank you.

MR. LEVY: Thank you. Jim Repass.

MA-14-12 MR. REPASS: Yes. Hi, my name is Jim Repass. I'm from South Boston and I'm president and CEO of a group called the Northeast Corridor Initiative.

(1)

We're a group of former government and private sector individuals who came together in April of 1989 to do what I'm sure will please all of you, to make sure that the Northeast Corridor got built this time.

We wanted to advance the cause

of the project for a variety of reasons and I'll get to them in a minute.

I would like to praise the efforts of DMJM/Harris and the Federal Railroad Administration and Amtrak in conducting and completing this environmental impact statement.

I've read others. I think this one's pretty thorough. The benefits of modernization of the corridor are clear. A reduction in highway and airport congestion, air pollution certainly and noise from the existing diesel locomotive equipment not to mention the economic benefits that will flow from under three hours service between Boston and New York City and for all the cities in between on the corridor.

While we know of many

carcinogens from automobile and aircraft exhaust, there is simply no credible evidence, no credible evidence that electrification of the corridor can or will do harm to anyone. If there were such a problem, the statistics would be obvious already as most of the Northeast Corridor has been electrified for more than half a century.

And the New Haven to New York segment which has houses up against it as close as those in Hyde Park I might add has been in place since 1912 with a voltage system that is much more powerful than what is planned for this section of the corridor.

While I respect very much those who differ with me, the facts simply don't confirm their unfounded fears however deeply felt

they may be.

FROM THE FLOOR: What study are you quoting?

MR. LEVY: Excuse me. Everything will be through the chair. I will not have an unorderly meeting. We will just adjourn it.

FROM THE FLOOR: He was quoting --

MR. LEVY: Excuse me, sir, you don't have the floor.

FROM THE FLOOR: Settle down a little bit. Show a little respect.

MR. LEVY: Excuse me, I've let everybody else speak without interruption over the time. I'm telling the gentleman I do not allow interruptions. Excuse me, you keep calm. Sir, you have the floor.

MR. REPASS: Thank you. I believe in the interests of the

1 people of this region
2 environmentally, economically and
3 for the overall quality of life,
4 this project should go forward as
5 rapidly and as expeditiously as
6 possible. I think it's in the best
7 interest of everyone in this room.
8 I'd like to point out that the
9 questions about noise and vibration
10 are very real ones and are of
11 concern to everyone. It is a good
12 question why wheels have not been
13 maintained to the standard they
14 should be.
15 But let me make this
16 observation, the equipment that
17 will be used in all probability,
18 the new equipment that will be used
19 by Amtrak in the high speed rail
20 service is -- and I'm not an
21 official Amtrak spokesman although
22 I support the project -- would be
23 of a radial steering and tilting

1 variety. That's my opinion.
2 That's not any fact. That's simply
3 my opinion that they will use that.
4 And that has several effects. It
5 cuts down tremendously on the
6 movement of the train on the track.
7 Right now when a train goes
8 around a curve, the wheels have to
9 try to go straight. They have a
10 tendency to go straight, just a law
11 of physics, and they're forced
12 around the curve but the curved
13 track. With modern undercarriages
14 that have been developed in Sweden
15 and elsewhere, the trucks steer.
16 I've ridden the ABBX2000
17 train. Just out of curiosity, has
18 anyone else in this room ridden
19 that train? Anybody from Hyde Park
20 who is opposed to this problem?
21 I was on that train from New
22 York City to Washington a few
23 months ago and I was having a

conversation with the person across the table from me in exactly the tone I'm speaking now which is not amplified but this quietly and the car was absolutely silent and that was at 135 miles an hour.

Be went up to the locomotive which is not as heavily insulated just to see what that would be like and that was, while noisier, still not anything like the diesels that Amtrak now uses and the MBTA uses.

So I think you can look forward to probably less vibrations and less noise from this project than you currently have.

FROM THE FLOOR: We live on the outside.

MR. REPASS: Yes. Well, I went into the locomotive which is not insulated. And you have to remember that the diesel carries its own prime mover with it. It's

a reciprocating engine, a reciprocating assembly. A diesel is a reciprocating motor which has tremendous vibration by itself. And at a hundred miles an hour, it really vibrates.

The electric locomotives don't carry their own prime mover. They use an electric motor so they have much less inherent noises.

In any event, that's my comment. I think the project is a worthwhile one and absolutely essential for the economic revival of this region.

The Europeans are spending 2.1 trillion dollars, that's trillion dollars, over the next twenty years to modernize their ground transportation system. The Japanese are spending 3.1 trillion.

If we don't modernize our ground transportation system to

some degree in a similar fashion, the jobs being sucked south to Mexico that Ross Perot was talking about will become a torrent. Thank you.

MR. LEVY: Thank you. Next one is Bernie Doherty.

MA-H-13 MR. DOHERTY: Thank you, Mr. Chairman and members of the committee. Glenn, how are you doing? Good to see you again.

My name is Bernard Doherty. I'm a member of the Jamaica Plain Neighborhood Counsel. I'm also president of Ascu (phonetic) Mountain Neighbor Association which is in Forest Hills section of Jamaica Plain and runs immediately parallel to the tracks in that section.

I've been listening tonight with a lot of interest and have heard a lot of comments so I

wouldn't go back over those again because I think a lot of what the people said here except for the gentleman who preceded me said, I agree with.

And I have nothing against the gentleman who preceded me. I think it was very nice of him to come here and give us information as he saw it. And I think he helped educate me on some of the issues. And I might say that I really don't know if I'm opposed to this project or not because I don't know anything about it. That's the problem I have.

And when I'm asked to participate in something as I was back in May 14 I think it was, Glenn, out in Hyde Park. I was the first time I was invited out. I asked for the report and I said could you send me some information,

1 I'll sit down and look it over.
2 I read it over and I read
3 about high speed rail from Boston
4 to New York and three hours of
5 transportation, 150 miles per hour,
6 electrification, noise, vibration
7 and EMF, IMF who knows with a lot
8 of letters thrown together
9 everything's going to be done. And
10 I said fine, I'll educate myself as
11 best I can.
12 About twelve people showed
13 up. And what happens? A group of
14 consultants stand up and I think it
15 was Jim had somebody there a very
16 nice young lady I might add. She
17 probably should have been here
18 tonight. She was very nice, very
19 pleasant, knew how to conduct a
20 meeting. And she came out and gave
21 a presentation. And then a
22 consultant came out and started
23 educating me on electromagnetic

1 fields.
2 Well, I probably have to take
3 a couple courses in college to
4 understand what he was talking
5 about. Basically, he was trying to
6 sell me on the idea that there was
7 no problem. It's good to hear that
8 but I thought we'd have a little
9 more input into that. We didn't
10 get to the point of noise and
11 vibration because the meeting sort
12 of broke down around that poi..
13 well, Gee, you know, I hear what
14 you're saying but you're not really
15 allowing for any interaction, any
16 real questions. It's just, like
17 believe, what I have to say, I've
18 got Ph.D.s up the whazoo, don't
19 worry about it. I know what I'm
20 talking about. Well, I get a
21 little concerned when I hear that.
22 Twelve people at the meeting
23 at that point. Mr. Goulet

identifies himself who is sitting at the end of the table. We thought he was another neighborhood representative identifies himself I believe from being from the Volpe Transportation. Is that correct, Glenn?

MR. GOULET: That's where I work.

MR. DOHERTY: And Glenn identifies himself and comes out and says we're here to make sure that DMJM/Harris is doing its job. Very nice, Glenn, we'd also like to make sure that you're representing our perspective here too because I think someone mentioned here early tonight, you know, we're all stockholders.

We all own stock in this company and it's called the United States Government which is financing this agency and this

program. And we're being given sort of like a stockholder's meeting where you walk on in and you have the small stockholders and they're pushed to the back and the big guys are up front. They've already made their deal. We're just here for the window dressing.

We're along for the ride, pardon the pun but we are. We're along for the ride. When somebody can stand up here as has been done earlier, it was actually done at the May 14 meeting, and say to me well, this is the process.

And again, I walk in tonight and I hear this is the process. The federal government has set together a process to protect your and my interests.

Well, I'm a little concerned about the federal government protecting your and my interest if

this is the way they protect it because there is no protection here. If I can stand here and say to you tonight that on May the 14 and prior to that, I requested information and took the time to educate myself, took the time to go to that meeting and attending that meeting got absolutely nothing out of it. And I think there's something wrong with that process.

I don't think they really want -- and twelve people from Jamaica Plain and Hyde Park show up, that's it. And I'm the only one who has a copy of a report that breaks down what this is all about because I asked for it.

You mean to say that the agency or the consulting firm that put this together couldn't think enough to say Gee, you think these people who attend this meeting

would really like to know what is going on here.

I mean, what the agenda is. They had no idea what the agenda was. They had no idea who the speakers were going to be, had no idea how long it was going to take and really had no real idea what the subject matter was other than what I read in that particular document that I asked for that they sent to nobody else even though they invited them to the meeting.

Three quarters of the way through the meeting, the group gets up, eight of the twelve people there get up and leave. We were frustrated, totally frustrated, just left.

I get a letter on what was it June the 28 from Mr. Goulet thanking me for attending the meeting not at all mentioning the

fact that we got up in frustration and left. And I would be happy to hear that this report would be coming out in a couple of months period.

About a month and a half ago I get a letter telling me that the draft report, environmental report is now out and if I choose to walk on down or take the train on down to the Boston Public Library, I can go look up the report and see what it has to say.

It's true I've got all the time in the world just like you to be able to go down to the Boston Public Library, dig out a report that I have no idea what the size of it is whether it's this or this or whether or not they even know what it is when I get there and then sit down and plow through that.

Now, if there were only twelve people at this meeting and tonight I see only fifty, sixty people here tonight at this meeting, I don't think it would have cost one heck of a lot to have sent out a copy of that report to these people or any information for people who are attending these meetings so they can be better educated in what they're being asked to participate in.

I think there's something wrong with that. I'm going to end up here just by saying that this is really a farce. There is no substance to this whatsoever other than to say we have so many pegs we have to stick into this board and this is just another one of those pegs ladies and gentlemen and that's all it means to these people.

This group is being paid a consulting fee. I don't know who this gentleman is. You're with?

MR. FASHOUER: FRA.

MR. DOHERTY: You're with the Federal Railroad Administration?

MR. FASHOUER: That's right.

MR. DOHERTY: This is a good one. I don't mean to pick on you, sir, but in reality, you know the history of railroads I'm sure. Is it correct you do?

MR. FASHOUER: Correct.

MR. DOHERTY: You know it's not a very good one. It's always had a history of running roughshod over the people. I mean, study history, you see it. Railroads were considered the bane of society of the midwest and in the west. In the east well, we didn't -- it's too far back. We started earlier.

But in the midwest, the west

and in the southwest, they were considered the bane of society, simply ran roughshod. And I'm sorry to see that that mentality is still holding sway today. That's unfortunate, that really is.

I just want to say once again that this is just a sham and I really don't think we should give it any more attention than that. Go through, as one of the previous speakers said, the motions but let's not justify this travesty. Thank you.

MR. LEVY: Thank you. Next is Rita Mandosa. Just do me a favor, let the record show that Ms. Mandosa was the one that requested that there wasn't enough time.

MA-11-14 MS. MANDOSA: Let me introduce myself. My name is Rita Mandosa and I've lived right along the tracks, parallel to the tracks on

Cliffmont Street in Roslindale.

My family has lived on that street for thirty years. I lived in a house there. My parents still live in a house on that street. And my sister, her young child and her husband live in another house.

I've been through the whole history of this train business recently and although tonight's issue is focused on the electrification of the tracks, I think it's pertinent here to give you just a little bit of what I've been through with Amtrak and the MBTA because it shed some light on the dynamics that we're going to have to go through if we're going to have any success in stopping this project and in really aiding the people that need the assistance here.

First of all, I should

identify myself as a federal attorney. I mention that only because I'm recognized right away. When we lived on that street at a time when we would have an occasional New York train come by and that is all and then suddenly we started having twenty-five trains a day then fifty trains a day and then the next thing a hundred trains a day.

And then I took it upon myself to get the schedules and count. And before we knew it, a hundred and twenty-five trains a day until two a.m. in the morning were roaring by our houses within thirty to forty feet of our homes.

So I investigated. I knew that the federal law required an environmental impact study before that kind of change of environment could occur. And you know what?

1 It was never done.
2 There was never public notice.
3 There was never an environmental
4 impact study. And the MBTA and
5 Amtrak took it upon themselves to
6 start using that Northeast Corridor
7 to run a hundred and twenty-five
8 and a hundred and fifty trains a
9 day with no consideration for the
10 citizens at all.
11 Well, I started a campaign,
12 letter writing, I personally -- to
13 address one speaker up here, I
14 personally wrote to every single
15 representative and local
16 politician, got no response from
17 Mr. Scarcia, got absolutely no
18 response from Tom Menino who's now
19 the Mayor of Boston.
20 The only politician who was
21 helpful at all was Congressman
22 Brian Donnelly and he worked very
23 hard with us and he got some of

1 these hearings. He was
2 instrumental in getting these
3 people to respond to a certain
4 degree only you know he's no longer
5 in office now.
6 Joe Mokley's office was handed
7 the responsibility. I also have
8 called Joe Mokley's office and got
9 a promise today from somebody that
10 their lawyer would talk with me on
11 Thursday about these issues here.
12 We should resist what's going
13 on. If necessary we have to
14 organize and if necessary we should
15 file a class action suit. I
16 believe that the EMFs are extremely
17 dangerous. Europeans are doing
18 studies showing that they're
19 dangerous, they're cancer causing.
20 We've got to have more controls on
21 what's going on here.
22 This whole process has to be
23 slowed down and I think one hopeful

sign is that we do have a new administration and I do believe from the inside, from having an inside track here being a federal government attorney that we do have an administration that listens to the people now, that does listen to the people.

And I'm proposing here that we all deluge our congressmen, our senators, our local representatives, that we halt this project. And not only that, we open up considerations of what kind of remedies we want.

And if necessary, if they have to buy up and take by eminent domain every single home between Forest Hills and Dedham or Hyde Park or wherever it is that is so severely impacted that the people cannot live a decent life, then that's what we've got to demand.

And we've got to insist that congress allocate that money.

I do want to mention about a couple of studies that were down, sound studies. When I was living on the street they came to my home. They conducted a sound study from my second floor bedroom window. For twenty-four hours they had equipment hanging out the window and they were testing the trains. And I read -- I personally read the numbers that clicked as the study ran. And over and over again, the decibel levels in the middle of the night after midnight were above one hundred.

Two years later when the same problem was still going on, my sister had them come out and do a sound study from her home. And the day they were doing that sound study, she called me in work at my

job and she said what a joke, today they're doing the study and there are no trains coming by. What a set up.

I mean, we're all sick of it. We're sick of the whole process. We've got to slow it down. We've got to have more community input. What about this meeting in May that people are talking about? I never received any notice of that meeting nor did anybody in my family.

And I've signed every single list. My name is everywhere. These people know me. I've made a pain of myself to a lot of them. I've spoken to them on the phone. I've spent hundreds of hours fighting with the MBTA and Amtrak. Why wasn't I ever given notice about this May meeting about the EMS?

Clearly, there's a flawed

system here and they're trying to rush something through and we've got to halt the whole process.

Just to give you a couple of suggestions. Besides contacting your political leaders, I think that we all have to communicate to one another, get on some central list, get on a telephone calling network or something so that when there are meetings, we all know and we show up.

Because you and I all know that there are scores of people out there who if they understood this meeting was going on and what it meant to their lives personally, they would be here. But there's flawed and ineffective communication going on.

Secondly, we've got to contact the newspapers. I know that Boston Globe for one has that little blurb

about neighborhood problems. Does your neighborhood have a problem? We'll work it up for you. We'll do a spot light article on it.

Maybe if enough of us contact the Boston Globe, they'll take a good look at this issue and get in and help us here. But organization and communication is going to be the only chance we have of success.

And I want to just make another comment here. I think the colossal insensitivity was shown by this gentleman over here when he said he believed that this -- these trains, these electrified trains were going to benefit every single person in this room.

That is so colossally insensitive when we all know what it is doing to our children, small children. We know the impact it's having on the quality of our lives.

And it's not big business that's running this country anymore. It's the people and the quality of people's lives.

And if they can't remedy the problems that they've caused us, then they have to just have some kind of a formula, whether a mathematical formula, maybe it involves footage or whatever, and just buy up the whole corridor and buy up everyone's homes and let some people live elsewhere in peace and quiet. That's all I have to say.

MR. LEVY: Thank you. The next one is James Lesnick.

MA-H-15

MR. LESNICK: I'm James Lesnick. I live not on the corridor adjacent to the tracks but about one street away. I would like to comment on the benefit first of this whole proposal and

1

try to see if I could kind of bring up some perspective.

The reason for this high speed rail is to this promise of a benefit to the environment, an economic benefit. And I think a lot of the gain of this project was proposed to us long ago through the local electric company who said that we should build more power plants because of the proposed increased demand which will produce brown outs if we don't build the plants. And that is shown to not have occurred.

We've resisted the building of many new power plants and it's shown that -- there was an article in the Globe I think last week that this demand didn't come to be true and these plans weren't needed.

So we've shown that we can find other alternatives. To just

saying build and increase traffic isn't an inevitable result of progress. There are alternatives and I don't think those alternatives have been explored for the whole New England area and around Boston.

I think that increased traffic and increased congestion on the highways, well, I didn't see any major meetings to discuss what could be done to develop a new type of transportation philosophy for the Boston area. Why is it that the cars -- we must have this high volume of cars. It doesn't quite make sense.

This high speed rail is already in place I believe between Washington, DC and New York. And I've been to both cities recently. I don't see this great benefit economically to these cities. In

1 fact, I think DC is a pretty
2 miserable place to hangout. New
3 York City, I mean, I have friends
4 there. I would like to get there
5 quicker but if I don't get there
6 quicker, fine and dandy. See, not
7 at the expense of other things.
8 So what I'm afraid of is that
9 we through progress, we will become
10 like DC and like New York. I don't
11 want that. I live here in Boston
12 for lots of good reasons and I'd
13 like to maintain those good
14 reasons. You know, namely, that
15 there is concern and some sense of
16 identity.
17 So I question the benefits and
18 the threat, you see, of not having
19 this high speed rail system
20 installed. And if I could back
21 things up so we could discuss that
22 but I don't know how. I mean, how
23 do you look at that larger picture

1 because it's like an ultimatum.
2 This has been determined that this
3 is in our best interest from
4 Washington.
5 As far as the noise and EMFs,
6 I think that most studies will show
7 even if we did study the EMF, the
8 negative effects of EMFs, I think
9 the studies will probably show that
10 they will be minute in comparison
11 to all the studies that show that
12 noise, that high noise levels could
13 cause and those are much more
14 documented. And I think you'll
15 find ten times the adverse effects
16 of high noise as any other studies.
17 I don't know why we can't
18 change the method of implementing.
19 Even if we have a high speed
20 system, why can't we change the
21 method of implementing this such as
22 we design maybe for 150 per hour
23 but we start this thing off at say

30 miles an hour and you ask our permission, you see, to slowly increase. Look, 40 or 50 and we'll slowly raise the train up over a period of time if we find it acceptable. You see, that seems the right way of doing it.

You don't start backwards with making the noise at 150 miles an hour and then work -- and then make us get on a treadmill to try and slow things down and make it quieter. See, why can't we automatically start off, you make the noise, you shut the thing down. That's it, you fail.

And I think that's -- I don't know. That's progress to me is to somehow grab this thing in and show that there's a different way of approaching it.

This style of just building and expanding, that seems ancient

to me. That seems like an old-fashioned way when land and resources were unlimited perhaps that built a country. But I think that all our progress now is with a different philosophy, you see.

And as far as other countries and what they're doing, yes, I'm going to keep an eye on that. But if we -- I mean, I don't want to become like Japan actually just like I don't want to become like DC and New York.

See, that's not quite a threat. I don't want to be threatened like that. I'm into economics but somehow I think that we can find a more -- a novel and a better solution. That's all.

MR. LEVY: Thank you. Kathleen Rowlings.

MA-H-16 MS. ROWLINGS: Good evening. My name is Kathleen Rowlings. I

live at 8 Windham Road in Hyde Park. I don't have as fancy a speech to give as everyone.

I have some questions and I have also a list of some current and potential problems that I see with the rail.

Currently, the chain link fence and steel fences are broken in the areas along the tracks. I had the unfortunate incident in May where my children were playing in the playground which abuts conservation land which abuts the park. My puppy was playing with them and my puppy ran off with another dog and was killed on those tracks.

The only thing I can thank God for is that my children did not run on those tracks. There's an opening there.

When I called for the

maintenance to close that area of the tracks, I was told that there are hundreds of miles of tracks to be maintained and it is very difficult although people were very polite and came out I believe after a week to do that fencing. The fencing is cut again.

And the reason the fencing is cut is because the footbridge there is not being maintained where people can cross. There are puddles of water in the spring that pool there probably because there are some wetlands around.

Also the footbridge is not well lit and it's not maintained in the snow and it's not policed at any time. Also the residents are isolated in this area from stores or businesses and schools by these railroad tracks.

So I think when you're

1 considering any improvements, that
2 these kinds of things need to --
3 any upgrading of the tracks, you
4 need to consider these current
5 issues.
6 Also the noise and vibrations
7 from the trains in the day and the
8 construction work at night.
9 We experienced that on Windham
10 Road which is probably I'd say
11 maybe a thousand feet. It could be
12 a little more than a thousand feet
13 from the tracks. It's not right
14 next to it but we do experience it.
15 And with more trains, we can see
16 that this is going to be
17 disruptive.
18 I ask that you could please
19 consider the following
20 recommendations before any upgrades
21 are made. And first of all, that
22 would be that stronger fencing,
23 steel fencing or other suitable

1 barriers be constructed before any
2 upgrade is done and I don't know
3 what -- I didn't see in the report
4 anything specific on that and I
5 also didn't see in the report any
6 maps of this local area.
7 I saw the Connecticut maps and
8 Rhode Island in the small issue
9 that's up there. I don't think
10 there's any maps of this area. Are
11 there maps of this area in that
12 edition?
13 MR. LEVY: Yes.
14 MS. ROWLINGS: I mean, that
15 show the specific construction of
16 bridges. You show the Connecticut
17 River. You show around some of the
18 different rivers but you don't show
19 anything along the Boston Southwest
20 Corridor, no specific streets or
21 anything like that are shown in
22 that area or the Roxbury station
23 that is not shown I think on this

map also that in this compiling.

Also regarding noise abatement issues, we ask that you examine the current noise in relation to the current noise pollution standards that are now in existence. And the engineering measures you used, you know, to provide the trains that the trains do not make as much noise. I mean, I don't know what new measures are being made but I think that's a necessary factor.

Also that the adequate noise barriers be put in place and that also a study of the impact on the abutting conservation land.

I don't know if the Boston Conversation Commission has been notified regarding this because they have abutting land along -- this is in Hyde Park along where the MDC property was.

And, you know, I have a

curiosity about that because with these vibrations, the effect of the noise and vibrations on the tree root system and the ground water in that area. I'm just wondering especially by the brook which goes kind of under those tracks, you know, is this going to cause any kind of disruptions to our homes, like, with regard to the water flow, like, the area that we lived in, there had been a problem with water in some of the homes because of other construction on the other side because of a cliff. But you know, is this further construction or further vibrations going to effect anything in the watershed there and what's the impact there?

I didn't see anything in the papers here regarding that aspect of the study and I would like to see something on that.

Also, I'd like to see proper maintenance of any footbridges and that would include adequate lighting, policing and ice removal, that that be provided.

We have elderly neighbors who can't use that bridge in the evening or in the winter because of the ice on it. And this also might decrease the use of the fencing.

We have an 85 year old lady who crosses the railroad tracks where my puppy was killed in that same area. She does that all the time. And she said this is the best way for her because she can't always get across.

So it's something to consider if you're going to put in these 150 to 200 a mile an hour trains. We don't want to bump off our 85 year old citizens.

Also in upgrading this -- I

had a concern about some of the studies. People were mentioning there's nothing regarding electromagnetic fields. And I think if you look at some of the recent epidemiological studies that are around, there are some being conducted I think if you think of the Montreal study or the Sweden or the Norway studies, you might look at those.

Also I have a concern about any of the -- if you use any chemicals on the track when you're trying to keep the weeds down if you use any kind of defoliants on that. I would be interested to know. I didn't see anything in the literature regarding that. I saw about dust and the construction that goes on with the dust but I didn't see anything about the chemicals. Or you know, if

anything has been done about that.

And also the last recommendation or the next to the last is the residents be advised as to who are the accountable parties with respect to the problems or the maintenance and policing. You know, there's this kind of let Amtrak do it or let MBTA do it or we don't know who in some situations and everybody's kind of trying to blame the other guy.

So if we could just find out which guy is responsible, that might be helpful. And I would just ask is there some way that, you know, some of questions that are asked I could get this information? How do you do that and I would really like to see that so, you know, further information could be obtained and we could do this in a fashion that would be helpful to

all of us. Is there any way that that can be obtained?

MR. LEVY: Sure. See Cassandra Koutalidis who is right here in the front. And gladly we'll speak to you about any of the problems.

Your specific questions of concerns, we'll take that as a formal response to the DEIS and entertain them in the FEIS. But anything else that you'd like to discuss, just give us a call.

MS. ROWLINGS: Okay. And your number is listed on --

MR. LEVY: I'll just give you it right now. It's 723-1700. And another thing from an operations point of view, there are two responsible parties right now.

The MBTA runs the commuter rail systems responsible for it. Amtrak actually runs it on the

contract. So Amtrak is running the MBTA system. That's the purple vehicles. And then the interstate vehicles are ran by Amtrak themselves. So those are the two parties.

MS. ROWLINGS: Okay.

MR. LEVY: MBTA Police, Amtrak Police for security issues but clearly, you know, see Cassandra. We'll gladly get you the information.

Okay. At this time I'd like to just open it to general, preferably those who haven't spoken first. Is there anybody else that would like to address? Please, sir, would you state your name?

MA-11-17 MR. MOCTUSIK: My name is Robert Moctusik.

MR. LEVY: Thank you.

(1) MR. MOCTUSIK: What I had come down to hear about the

electrification. For years I've been interested in the electrification of the railroad. And in the upper '70s I was lucky enough to participate in a meeting between the I triple E (phonetic) and Amtrak officials at 30 Street station in Philadelphia.

At that time I lived in Philadelphia and they were discussing their proposal to upgrade from I think it was eleven thousand eight hundred volts to twenty-three thousand volts and shift the frequency from -- their operational frequency at that time was twenty-five volts. They were going to move it up to sixty hertz so they could buy power from many drug stores and local communities instead of importing it from Cottowingo (phonetic) Dam and one conversion up in New York City.

So that was what my interest basically was. So you're now wondering well, what about here.

Well, okay, let me tell you this. In 1954 to about 1960, I lived at 3866 Washington Street which is just the first house north of Tollgate Way. And at that time New Haven was running the trains and included in that turbo, jet turbine. And so I'm a little bit familiar with what the system was at that time.

And through job situations in '74, I had to leave for Philadelphia area because no jobs were around here. And I lived down town within three blocks of the station. It's all electric railroads there. I used the electric railroad as a passenger to get to my job from downtown out to the country.

I liked it. Electric railroads are quiet. They're smooth and they're cleaner. In 1984 the jobs situation got bad there so back to Boston I come so I'm living here now.

Now, people are talking about the noise and let me suggest to you that underneath behind this building we've got two sets of tracks. One of them -- a pair of them belong to the commuter railroad and the interstate railroad. And then there's a lot of noise there because they have to be mauled by the thing.

That's usually the commuters on the south side and in the case of Amtrak on the direction it's going and that creates the noise. On the other pair of tracks on the other side, there's an electric railroad there too. And it is

called the orange line. And you don't get a lot of that noise with the orange line.

So what this electrification is involving is primarily to take that noisy engine off these trains and replace it with a traction car that has electric trucks just like the orange line has. And just like the orange line, it picks its power off the third rail.

This traction car was supposed to pick its power off a overhead wire called a trolley wire support and by catenary system. So the noise created by the locomotive is gone. And this is a downgrade for most of the complaints about noise and heavy vibrations. So you won't see much construction other than just a replacement of traction device on the railroad.

And if you wonder how it would

be like, you ought to start on the orange line stations and listen to their trains and compare that to say go to Back Bay station and there you have the railroad with the diesels coming through and you'll get an idea of the tremendous noise reduction that there will be using this.

So I think there's an improvement to be had at that. The rest of what I heard tonight is the people problem. It has nothing to do with the equipment. And if there really is a public relations problem that goes on between people and authorities.

And that the record is clearly not too good but authorities are different from people. Authorities are father symbols and you know how father symbols are. Well, that's my piece.

MR. LEVY: Thank you. Anybody else?

MA-11-18 MR. MCCARTHY: Thank you for the opportunity to speak. My name is Ed McCarthy. I live on Windham Road and I'm with my wife Diane.

And we can reiterate some of the problems that we've had with the noisy neighbors, the two o'clock, the three o'clock in the morning being woken from bed.

1 Also on a technical background I have a degree in electrical engineering and I'm an electrical contractor. I subject myself to EMF every day and I'm concerned about it. I mean, the jury is out on this. We don't know.

Now, Boston Edison and any major utility will say it's okay, there's no problem. And there are studies that have indicated otherwise.

We've all seen programs on TV about the high leukemia rates in certain schools in California which are in close proximity to power lines. We're talking about an electrical magnetic field that's huge in perimeter. We have current passing through wires and there's massive field of electricity.

And you all experience when you drive down the highway and your roadway gets wiped out with a series of buzz. It's a substantial amount of power.

I'm not in authority to say whether EMF is going to hurt me or not. I don't know but I'm concerned about it.

In the 1930s and 1940s, we had this incredible building material in the country. It was the most wonderful thing. It was used everywhere, sealing tiles, floors,

everywhere. It's called asbestos.

And why should we make the mistake of running a series of power lines which have several thousand volts which have a big perimeter of power around it which is typically measured in milligos (phonetic). They take milligos readings to let you know the intensity of the magnetic field.

I worry about this because of my work. I don't know the impact it's going to have on me on long-term. I can't say if it's good. I can't say if it's bad but I'm concerned enough about it that don't put a series of high tension wires in somebody's backyard if you don't know the cause and effect.

Boston Edison and other utilities are presently taking the approach to put the distribution underground. This is obviously a

problem in the railroad because they're going to have trains running with pantographs and they do have to have a trolley wire.

But in addition to the trolley wire, there are also a series of conductors which run in parallel along with the trolley wire to provide the distribution.

I don't even know if it's technically possible to take and to take some of the distribution and get it underground to eliminate such a high series of EMF. I don't know if that's technically possible or if it's looked into.

I am concerned about EMF. We don't know enough about it. Do be build a line and say, oh, yeah, all of a sudden we have a string of increased leukemia rates along Hyde Park Ave., along other areas but Gee, we don't know for sure.

I would say that we should air on the side of caution and I would like to get some sleep some nights too. Thank you very much. I appreciate the time.

MR. LEVY: Anybody else?

MA-H-19 MS. BLUNDELL: My name is Wendy Blundell and I live at 721 Hyde Park Ave. and I'm looking at the situation from a couple of perspectives.

1 I'm a real estate broker in Jamaica Plain. And like many people I've gone through that hard time in the '80s. And we've already taken a hit in our property as far as the market value.

And I know from a perspective of marketing properties that when people find out that there are high power lines near their property, they get very concerned and they don't want to buy.

So we're also dealing with the fact that we have a heavy congested area and we've all bought at a high period. Even if we didn't buy at a high period, we're still living there.

So my concern is when we go to sell our properties if we do, is Amtrak going to compensate us to get hit with a second time? That's my concern.

We are going to take a hit. We've already taken one and we can't afford another one. And when it comes to renting properties, it's the same situation. Nobody wants to rent in an area that's going to hurt their health.

So I just like to know who's going to compensate us there? I'm sure all four of you are going to be some place else. But I've already lost about thirty-five

grand. I don't want to lose anymore. That's all I have to say.

MS. LEVY: Thank you. Anybody else?

MA-H-20 MS. PULLEY: My name is Joyce Pulley and I would like to know --

MR. LEVY: Excuse me, ma'am?

1 MS. PULLEY: My name is Joyce Pulley and I would like to know the possibility of the derailment of trains traveling at 150 miles an hour?

MR. LEVY: Excuse me?

MS. PULLEY: Derailment.

MR. LEVY: We'll take it under advisement and put it into the study. We're not prepared to answer any technical questions.

I mean, clearly, the Federal Railroad Administration has got guidelines as far as safety and speed for what the speed can be and what the safety can be for the

track but we will clearly look at that as an issue. Yes, ma'am?

MA-H-21 MS. ROLFES: My name is Mary Rolfes. I live in Roslindale and I wanted to ask a question. Has there been any suggestion in these studies about eminent domain?

I know that twenty-five years ago when I-95 was going to go through, you know, in fact, they took all the homes on Cliffmont Street.

My parents stayed but with all this going on and this noise and the safety issue, is that something that they are considering to compensate the people who are abutting the tracks, eminent domain, so that we can at least, you know, as this woman up here spoke not lose anymore and be safe?

MR. LEVY: Eminent domain is an avenue for mitigation. I would

suggest that if you're in favor of it, you should say so and you should give that recommendation either here or in writing. But eminent domain is a potential for mitigation.

And I'm sorry, I apologize, what was your name again?

MS. ROLFES: Mary Rolfes.

MR. LEVY: Anybody else?

MA-H-22

MR. HARDIMAN: My name is George Hardiman. I heard the expression in here delaying the process. Can you explain it to me what timetable you're working on?

MR. LEVY: The process right now is that the public hearing process is underway. The comment period will close in early December.

The FRA by Christmas will make decisions as to what is the additional studies that are

necessary.

And then the state process, the NEPA process, will also make similar decisions. Once those decisions are made, a schedule will come out.

But far and anything of any major significance that has to be studied, there is a good possibility for the final to be issued sometime next year, '94.

1

MR. HARDIMAN: Do you have a schedule of putting it into construction?

MR. LEVY: The construction is up to Amtrak. The construction process could take place any time after they receive permission from this process and additional permits.

MR. HARDIMAN: So what would be the time?

MR. LEVY: The earliest would

be say next summer they would start on the process. And that doesn't necessarily mean it's in Boston. The construction has to go all the way from New Haven to here.

So it's quite a few years of construction. But I would say the earliest possible potential would be next summer. Anybody else?

MA-H-23 MS. MEANEY: I'm not as well prepared as a lot of people.

MR. LEVY: I'm sorry. Could I just have your name?

MS. MEANEY: My name is Martha Meaney. I'm not as well informed as many people here but I do have a couple questions.

There was a gentleman who spoke from South Boston about the economic benefits. I don't know whether he's still here or not.

I'm hearing an awful lot of concerns about the costs

essentially and the uncertainty involved in this project or in the proposal. And I've read just kind of quickly here the benefits that are in the draft environmental, the executive summary. That's all I have here.

And yet, this gentleman over here implied that there are tremendous economic benefits to be gained from electrification of the rail system between New Haven and Boston.

And I just wanted to know if there's another study out there other than this one and its conclusions that does address the economic benefits, you know, I mean, do you know, sir?

MR. LEVY: Before we do so, I'll just put some caveat around it. One is that the process that the environmental study is not a

political economic process that is to what is the overall total benefit. That's a feasibility study that was performed outside of our process.

The process looks at balancing benefit versus impact, okay, so the benefit that the environmental study would look at is, you know, more simplistic avenue. It usually does not take full credit for what a political social agenda would take credit as a benefit. In other words, it tends to be far more conservative.

MS. MEANEY: Okay. You list here some of the benefits, the air quality, I did see that, up through 2010 and you also have a projected ridership.

I presume you used some kind of statistical model to come up with these estimates. And I'd like

to know number one what is your margin of error?

MR. LEVY: Offhand, I couldn't tell you. Again, this is not an informational meeting. I mean, I gladly will put you in touch so we can get this information for you.

MS. MEANEY: Okay. And well, I guess if you don't have information, could you give me that number?

MR. LEVY: Sure. 723-1700.

MS. MEANEY: Okay. And that's where you could call and ask specific questions?

MR. LEVY: Yes. And I suggest why don't you give your name to Cassandra before you leave in the back.

MS. MEANEY: Okay. One last question and that's on the EMF question. I don't see that. It would seem to me that that's

environmental and I don't see it under a heading in your draft report. Is it in there? I haven't had a chance to read it.

MR. LEVY: Cassandra, could you assist that lady in finding that? Also I'd just like to -- just so you understand, because this is -- and I know people get pissed at this, there is a process. I don't want you to waive any rights.

You can speak to Cassandra but nothing you discuss with her is formal. If you have something formal that you want clearly entertained, make sure that you either present it here or send it in writing in comment form, please. Thank you.

MS. MEANEY: Excuse me, who reviews those and what happens to those comments?

MR. LEVY: It's a very formal process. They get categorized. Every comment has to be considered by law, every formal comment that's made. If it's a concern, it's a concern. And that's why it's very important how you say your comments.

After they are categorized, they're done statistically. They're reviewed by us and reviewed by the FRA. And then based on that, we look at what additional studies and what additional work that needs to be done or any changes in mitigation that needs to be recommended.

Upon all that, they are finalized and they are reported. In the FEIS, for every comment that's made formally, the comment will be presented as well as how we disposed of the comment.

That's why there's a public stenographer here tonight. She's taking down everything verbatim to the best of our abilities and we're going to try to answer to the best of our abilities.

So clearly, if you have a concern or question such as this previous lady did, Mary Rolfes gave very specific items. Those specific items need to be addressed in the FEIS.

MS. MEANEY: Thank you.

MR. LEVY: You're very welcome.

FROM THE FLOOR: Excuse me, is the study that you did, is that still available to those of us who didn't get it?

MR. LEVY: For the number that is left in print, sure, you can give your name to Cassandra. We'll see if we can get you copies.

And if there's any additional recommendations where we can put some general copies, we gladly will.

We tried libraries and things of this nature, you know, but if there's other places general copies for the public to just look at. It's three volumes. It's not a small document. Anybody else?

MA-H-24

MR. CARCHEDI: My name is Jerry Carchedi, Roslindale. My question is regarding the mitigation measures that were put into the report.

If someone has a suggestion, for example, they want a sound barrier in a particular area, what guarantee or what avenue do they go through to assure that it's put in there or applied for one?

1

MR. LEVY: Okay. One, through this process you can clearly make

that recommendation that you feel that for whatever reason there is an adversity that needs to be mitigated and your recommendation is to mitigate it in this manner.

You should make that comment formally. That comment needs to be looked at and disposed of. So that's one process.

At the end of the FEIS process, it will be published. We will clearly say based on that comment what was the consideration and what was the conclusion. If you don't like the conclusion, you're allowed to take further action. There's an appeal of anything that's in the document.

On top of that you have the operating entities. That's the MBTA and Amtrak. Amtrak based on what's happening through this process has taken other studies and

other entities regarding noise. They're really looking now heavily at the ambient noise that now exists which a lot of people are concerned about. They're clearly looking at the potential for doing some mitigation.

So my recommendation is there's two avenues. There's the avenue presently which we're dealing with now but concurrently you can also deal with the MBTA and Amtrak. And tenacity is the name of the game.

FROM THE FLOOR: When you talk about coverage and responses to comments are you talking about the federal register?

MR. LEVY: No. They get published in the FEIS, the final environmental impact statement. There will be another document that follows at the end of the process

similar to this one.

And in the appendix all the comments and all the concerns and all the letters that we received in the comment period, have to be addressed. That's by law.

FROM THE FLOOR: And when we will have access to that?

MR. LEVY: There will be a notice in the federal register and a legal notice indicating that the document has been published and we will again distribute it to people who got the original. Anyone who got the original DEIS will get a copy of the final.

FROM THE FLOOR: Who'll give the citation? I mean basically, what is it?

MR. LEVY: It's a notice of the issuance of a draft environmental impact statement.

FROM THE FLOOR: What number

would it be under?

MR. LEVY: I don't even remember. We can find out. Go ahead.

MR. HEISLER: Yes, I'm Joe Heisler. I'm from Roslindale. I see you have some self addressed envelopes up here. Are those for people that want to submit written comments?

MR. LEVY: There's a form up there as well as a self addressed envelope. Everyone should take one with them even if they have an after thought. The things to remember though is the dates.

The dates are again and I'll repeat them, they're December 3 for the federal process and December 9 for the state process. I believe they have to be postmarked.

MR. GOULET: Yes. And it should be attention my name.

MR. LEVY: Also if possible if you don't -- attention to Glenn Goulet, G-O-U-L-E-T. Anybody else?

MA-H-25

MS. SIMON: My name is Robin Simon and I'm a resident of Roslindale. I'm also a property manager for two hundred units in the Roslindale area, two of which directly abut the railroad line.

In your study which I haven't had a chance to read and I have to go on the record just for the record, that the PR end of it and the coordination of notifying people, people that live directly next to the railroad, people that manage properties up and against the railroads and just local towns and communities has been very poor.

I know it's very difficult to do communications because that's part of what I do but I was able to get memos out to the two hundred

residents at properties about this meeting only because I was given the information by one of the residents at one of my properties. There's something wrong with that.

As far as electrification process is concerned and what we're addressing tonight and I'm speaking in part because I realize if Amtrak and if I'm understanding you correctly, I can address questions for Amtrak and the MBTA at this meeting which will be reviewed.

I'd like to know what Amtrak's immediate plans are and the MBTA's immediate plans are for decreasing the decibel level that exists today that's existed four years at these properties and the problems that these people have had to live with every single day and that I live with every day when I walk these properties.

Two of the residents here, Terry and Joe Heisler who have presented their opinions to the board stressed something that I don't think is getting enough importance and also the woman with the puppy and that is that the existing condition of the railroad line and the fence or the barrier that protects residents, that protects neighbor from neighbor, that protects the elderly and the children is not being maintained at all.

I would love to see the record of how many times someone goes out to fix the fence because I'm sure I could match it twelve fold. We're out there every single day replacing huge sections of this fence.

If you're proposing to put in a train that's going to travel in

excess of 150 miles an hour and electrify it and put in all sorts of wire mesh which we are now finding is being cut fairly readily, you've got to do something else now to protect people now.

There's a real serious problem out there. We're very lucky that no one has been killed out there, very lucky. We've had children out on those tracks.

I myself do property inspections weekly. I pass by children passing on the other side of the tracks and warn them that they have to get off the tracks. They don't care because it's no man's land. There's no one out there to protect them.

We've gone to the community affairs director for Roslindale, for Hyde Park, to the police department and they've told us hire

an off-duty cop to sit there, hire someone. You pay and hire someone to protect the MBTA or Amtrak's land.

There aren't funds available to do that. I don't know what's so difficult about maintaining a fence. We're not talking 300 miles of fence. We're talking a short distance and it's to protect the lives of the people that abut this. These are your neighbors.

I've called myself. I've talked to Jerry Ruggerio of the MBTA. I've met with him many times at the property, we've walked it and he tells me the same thing that these residents have said. There's no money. There's not enough funds. We're doing the best we can. There's a lot of fence.

I know there's a lot of fence. I'm repairing it every day. I'd

like to see something done right away not in six months from now or a year from now where after someone is killed. I'd like to see something addressed to that. So I'd like to just state that for the record.

Also with the noise of the railroad and the maintenance issues of the trains, that's just a common thing. You've got to maintain your trains. If you can't maintain them -- and this isn't directed to you but I'll direct it to these gentlemen because no one is here from the MBTA -- if they can't maintain them in a reasonable fashion, then don't run them. Don't run them unless they're running correctly.

We don't run our cars that way. We'd be find if we did. And maybe that is a great source of

revenue. Maybe we should bring that up to someone. It has to be addressed today. These people can't tolerate it. They're at the end of their ropes. And you're asking them for a lot and you're not willing to give.

There's got to be a compromise here. We're not completely against what you're presenting. We want to know about it. We want to understand it. We want to be assured of certain things.

If you can't give us the assurance on the BMPs, if you don't know, tell us you don't know. Don't just assume that it's going to be okay and then leave these people for twenty years so that their children inherit a problem that we can take care of today.

Let's just be knowledgeable about this. Let's share it. Let's

be open. These meetings should be information meetings not just come and name your gripe and we'll listen to it and we'll take it under advisement. Have someone here that can answer the questions. Have someone that wants to answer the questions.

If I went to a meeting and I go to many meetings and I presented information and I didn't have any back up, I wouldn't be in business. You've got to be able to give people a response to their inquiries. You've got to be able to answer their fears.

What I'm hearing here tonight is a lot of miscommunication, a lot of misinterpretation. A lot of people here may be right on the ball but this is not the best way to go. What is the point of this whole electrification process? To

1 go from Boston to New York or New
2 York to Boston it will be an hour
3 shorter commute?
4 I'd rather know that the
5 people in these properties are
6 living a good lifestyle, that
7 they're happy living where they
8 are, that their property values
9 aren't plummeting.
10 I don't care if it takes an
11 extra hour. I want the people who
12 live here to be happy not the
13 people from New York who are
14 visiting. It is real important to
15 me and it's real important to these
16 people and I just want you to
17 understand that.
18 And any time any of you want
19 to come and walk these properties,
20 I'll be happy to walk them with
21 you. I'll be happy to point out
22 these holes. I'll be happy to
23 point out these trouble spots.

1 I mean, you can't even have a
2 conversation in your own living
3 room as some of these residents
4 said. And the trains aren't once
5 every two or three hours. It's
6 consistent. It's every day.
7 And you've got to really think
8 about that every day living with
9 that and you're asking them to take
10 it one step further. Give them
11 something back. Thank you.
12 MR. LEVY: You're welcome.
13 Just as a point of clarification so
14 you don't, you know, don't get
15 mislead. We're not here that's
16 dealing with operations.
17 We're not from the operations
18 group with MBTA or Amtrak.
19 Clearly, this becomes public record
20 and they'll be aware of it. But
21 none of us can promise you any
22 action from that. Okay. Anybody
23 else?

MA-H-26 MR. LESNICK: My name is James Lesnick. I spoke before. Following the last person's comments, you know, why can't we, you know, make a city where because you have so many cultures and so many people living so close together that we all have to have a quieter more respectful city?

1 Why can't the trains slow down and come through the city? Why can't this new train be licensed to operate only up to the speed of the existing train for a starter? It's renewable license if you maintain these bills, the tracks, the fencing, then we will renew the license, you see.

But the responsibility is on you to comply, Amtrak, and the trains, you see, that is the city that I want to see. That's it.

MR. LEVY: Okay. Thank you.

Any other comments? Okay. If there are no other comments, then we're going to close this hearing.

Okay. This hearing is hereby closed. Thank you very much for coming. I appreciate it.

(Hearing concluded)

COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss.

I, DEANNA L. ANDERSON, Certified Shorthand Reporter, do hereby certify that the foregoing testimony is true and accurate, to the best of my knowledge and ability.

WITNESS MY HAND, this 3rd day of December, 1993.

Deanna L. Anderson

Deanna L. Anderson